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DICTIONARY  
OF  
MINNEAPOLIS



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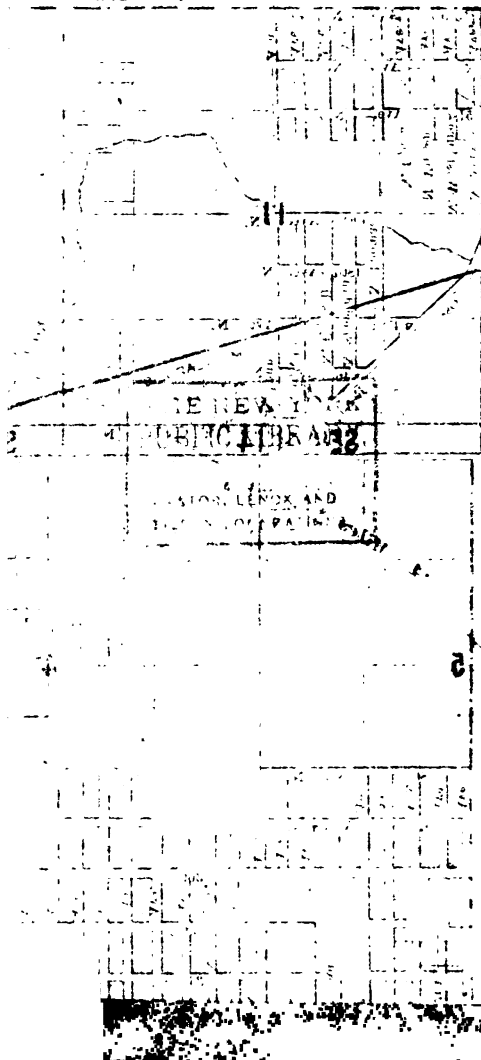
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**HUDSON'S**  
**Dictionary of Minneapolis**  
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**A Handbook for Strangers and Residents.**

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**AN ALPHABETICALLY ARRANGED MANUAL AND DESCRIPTIVE INDEX OF THE  
PLACES, BUILDINGS, INSTITUTIONS, PARKS, STREETS, RESORTS,  
CHURCHES, AMUSEMENTS, COMMERCIAL ENTERPRISES,  
SOCIETIES, ETC., IN AND ABOUT MINNEAPOLIS.**

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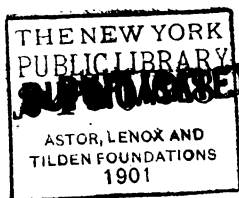
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**MINNEAPOLIS:**

**HORACE B. HUDSON, PUBLISHER.**

**1903.**

**The Trade Supplied by Whittall & Siddall,  
323 Hennepin Ave., Minneapolis.**



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# HUDSON'S DICTIONARY OF MINNEAPOLIS AND VICINITY.

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**About Minneapolis.**—This Dictionary of Minneapolis is intended to supply the need, which every resident and every visitor feels, of a handy compendium of information about this, one of the most interesting cities in the country. The alphabetical or encyclopaedic arrangement of topics is used as the simplest and most practical. The book is its own index. If the reader wishes to look up the "University of Minnesota" he will find it instantly under the letter "U." Should he by chance look first for "State University" he will find that subject under the letter "S" with reference to "University of Minnesota."

Minneapolis is a large city and has many different kinds of attractions. The visitor especially interested in the picturesque will want to see something of the parks, Minnehaha Falls, Fort Snelling and Lake Minnetonka; while the man with a more material bent will be particularly attracted to the flour and lumber mills, the railroad facilities and the immense business establishments. By looking up the topics in which he is particularly interested one may

find condensed information as well as directions for seeing what is to be seen in the most convenient way.

But every stranger should endeavor to obtain a general view of the city in its several aspects. Under the heading "Seeing the City" are brief directions for reaching the points of interest in the business district, the prominent buildings, the flour and saw mills, the best residence sections, the University, etc. Under the heading "Drives," are directions for making a number of carriage excursions in the city and suburbs. Bicyclists may utilize these directions but will also find much information under the heading "Bicycling," with a map of the best streets and paths. The topic "Excursions" covers the general subject of electric car trips of from an hour to a day as well as suggesting some of the points of interest worth visiting throughout the northwest. In all this sight seeing the maps in this Dictionary will be of assistance.

**Academies.** (See "Private Schools.")

### Academy of Natural Sciences.

—The Minnesota Academy of Natural Sciences first took on definite form as a distinct organization in 1878. It had its origin as a kind of trading school between a few lovers of the natural sciences who were interested in collecting and exchanging specimens. Besides making collections of specimens, the society holds regular meetings, at which papers on scientific subjects are read and discussed. These proceedings are published from time to time and form a valuable addition to scientific literature. At one of these meetings held November 11, 1884, a resolution offered by Prof. N. H. Winchell, state geologist, was adopted, calling for the appointment of a committee of three to co-operate with the Athenaeum and the Society of Fine Arts to secure the erection of suitable buildings for the accommodation of the three organizations. The academy thus claims to be the first mover in the project which resulted in securing the present public library building. The academy now has a fine home in the large room on the second floor of the new building. Elegant cases are provided for the specimens, by the city. This collection includes a large number of stuffed birds, an extensive collection of geological specimens and rare Indian relics. The academy has recently added largely to its collection from the Menage Scientific Expedition to the Philippine Islands, conducted by Professor Dean C. Worcester. All persons interested in science are invited to contribute to the Museum. The officers are: Prof. O. S. Oestlund, president, F. G. Warvelle, recording secretary, C. P. Berkey, corresponding secretary, Edward C.

Gale, treasurer. The membership is about 100.

**African Methodist Episcopal Churches.** (See "Churches Miscellaneous.")

**Agricultural Experiment Station.** (See "University.")

**Agricultural Farm.** (See "University.")

**Agricultural Implements.** —With an almost unlimited tributary agricultural region Minneapolis has taken a front rank in the agricultural implement trade. Manufacture of farm machinery and implements at Minneapolis is carried on by eight manufacturing companies. The principal articles manufactured include threshing separators and engines, general threshing machinery, plows, grain drills and seeders. The industry employs about \$2,000,000 of capital and 1,500 hands, and turned out in 1899 a product worth \$3,000,000. As a jobbing point for agricultural implements Minneapolis stands at the top and annually distributes more merchandise of this class than any other city in the world. The firms handling implements and farm machinery, are principally in the territory adjacent to the railroad yards. (See "Manufactures.")

**Agriculture, College of.** (See "University.")

**Agriculture, School of.** (See "University.")

**Aldermen.** (See "City Government.")

**Ambulance.**—In case of accident, ambulances and patrol wagons may be summoned for the removal of in-

jured persons by telephoning to police headquarters in the city hall.

**Amusements.**—In its possibilities in the way of diversion and recreation Minneapolis is especially fortunate. It is true that with the exception of the stage, and the ordinary social gaities, the amusements are generally of the more robust order, but they are none the less enjoyed, and a very general participation is not prevented by this fact. During the theatrical season, from the latter part of August to the end of May, the two principal theatres supply a large variety of attractions, ranging from the finest dramatic and operatic performances, to the cheap burlesque and farce-comedy productions usually given at low prices in one or more of the theatres. There is lively interest in music which finds its satisfaction in frequent concerts, given by resident musicians and traveling companies. Socially Minneapolis is perhaps not as exclusive as some of the older eastern cities. The local "400" is somewhat elastic in its comprehension of various social elements. The winter season is gay with frequent balls, card parties, dinners and lesser society events, and in the summer the program is repeated on a smaller scale on the shores of Lake Minnetonka. It is to the surrounding lakes that Minneapolis owes much of her opportunities for enjoyment. Excursions of from one hour to several days are possible throughout the warm season. Smooth lake shore drives and broad tree-lined avenues make riding, bicycling and pedestrianism popular. Golf and tennis flourish, and fishing and hunting may be enjoyed without much loss of time on the road. Baseball, rowing, and other athletic sports are very popu-

lar, and the meets of several well-to-do driving clubs supply pleasure for the lovers of fast horses. The state fair with racing and other amusements occupies a week in early September. Skating is ordinarily in season from Thanksgiving to the middle of March. A score of lakes and ponds within the city limits are utilized for this sport until deep snow interferes, but the ice in Loring Park lake and usually in some other parks is kept in good order all winter. There are usually about three months of sleighing. More detailed references to the various amusements will be found under their particular heads. (See "Theatres," "State Fair," etc.)

**Andrew Presbyterian Church.**—The oldest Presbyterian church in the city. Has recently enlarged a modern edifice on the old site, corner of 4th St. and 8th Av. S. E. Oak and Kenwood line. (See "Presbyterian Churches.")

**Angling.** (See "Fishing.")

**Apartment Houses.**—Within a few years the erection of apartment houses has been greatly accelerated, and Minneapolis has some of the finest "flats" in the country. Rentals vary from \$15 or \$20 to \$75 and \$100—the latter figures for the most elegant and commodious flats.

**Apollo Club.**—A choral organization of men which gives several excellent concerts each season. Room 305 Metropolitan Music Co. Bldg., 41-43 S. 6th St.

**Apron, The.** (See "St. Anthony Falls.")

**Architectural Features.**—Among western cities Minneapolis stands very high, architecturally considered.

The substantial character of the city's buildings is often commented upon most favorably; the display of architectural taste and ability attracts no less attention from the cultivated visitor. Many of the public buildings are Romanesque in leading features, but pure types of any period or style are wanting. Nearly everything is modernized. The Guaranty building, Bank of Commerce building, Sykes block, Public library, Lumber Exchange, Minneapolis Club, Northwestern Miller building, and Science Hall and the Library at the University are among the best designed buildings. The First Unitarian and Church of the Redeemer are models of church architecture, while the residences of Judge M. B. Koon, C. A. Pillsbury, W. D. Washburn, H. Alden Smith, H. E. Ladd and E. A. Merrill, are conspicuous for architectural skill displayed, as are the Imperial and Colonial apartment houses.

**Area (of Minneapolis.)**—In the corporate limits of Minneapolis there are 53.29 square miles. The city is ten miles long (from north to south) by about six miles wide.

**Armory.**—The various militia companies of the city have headquarters at what is known as Armory Hall, a brick and frame structure on 8th St., between 1st and 2nd Aves. S. An ample drill hall is frequently utilized for public gatherings.

**Army, U. S.** (See "Fort Snelling.")

**Art Galleries.**—The progress of art is slow in all western cities, but Minneapolis is far in advance of many older places. This is due to the influence of a group of cultivated men and women who established the Minneapolis Society of Fine Arts and

who have done much to encourage worthy artists and the local art dealers. The art society now maintains a public gallery in the library building. This collection is enriched with loans from private galleries, and with a collection of statuary casts. Several small galleries, which like the Art Society collection, are free to the public, are to be found in connection with the art stores and the studios of resident painters. The Beard Art & Stationery Company, 624 Nicollet Av., usually has interesting works of art on exhibition. Private galleries are few. The most extensive are those owned by Mr. T. B. Walker and Mr. Thomas Lowry.

**Art Schools.** (See "Minneapolis Society of Fine Arts.")

**Art Stores.**—There are several excellent places where artists materials and pictures of all kinds may be purchased. These stores usually make a display of fine paintings, etchings and other works of art, and are well worth visiting. Leading places are: The Beard Art & Stationery Co., 624 Nicollet, and the Bintliff Mfg. Co., 417 1st Av. S.

**Ashes.**—The municipal government makes no provision for the removal of ashes and garbage. There is no street cleaning department and no private company officially authorized to perform the function of removing the domestic litter. Householders employ various means of disposing of this refuse, usually allowing ashes to accumulate until there is a quantity sufficient for a wagon load, when a teamster is employed to haul them away. Garbage is burned, buried or placed in barrels and removed by men owning carts suitable for the business. The charges

are regulated by city ordinance. In some localities the residents have joined together to employ contractors to perform all these duties for the neighborhood, sometimes adding street sprinkling, and sidewalk cleaning during the snowy season. Arrangements were made in the spring of 1900 for the erection of a municipal refuse crematory.

**Assessed Valuation.**—By the last assessment Minneapolis property, real and personal, is valued at \$106,729,265. Of this amount about \$87,000,000 is represented by ground and buildings, and \$19,000,000 by personal property. As the assessment is less than fifty per cent of the true value and much personal property always escapes taxation, the wealth of the city may be safely estimated at over \$300,000,000. The tax levy for 1900 is 26.15.

**Associated Charities.**—The Associated Charities of Minneapolis is an incorporated association of benevolent persons. The general purposes are, (1) to promote co-operation among all the charitable agencies of the city of Minneapolis; (2) to learn what persons need charitable aid; (3) to engage societies and individuals to take care of them; (4) to prevent fraud and the giving of injudicious aid; (5) to reclaim from pauperism by encouraging thrift, self-dependence, industry and better modes of life, through friendly sympathy and advice, and by securing employment for the poor; (6) to maintain a bureau of information for the benefit of any society or individual that may need its services.

Its motto is, "Not Alms, but a Friend."

The agencies used to promote its aims are a central bureau of inves-

tigation and clearing house of information, a weekly conference of friendly visitors and charitable workers, a free employment bureau, a penny provident savings society, and a paper published monthly.

The work is carried on entirely by voluntary subscriptions. The society makes no distinction between applicants on account of religion, politics, color, or nationality: it never proselytes; interferes with the work of no benevolent or charitable society, but attempts to bring all philanthropic forces into harmonious and effective working relations.

The president is Frank L. McVey, and the general secretary, Wm. C. Smallwood. The central office is at 202 S. Washington Av. (See "Benevolent Societies," "Government" and "Charities and Corrections.")

**Asylums.** (See "Benevolent Societies and Institutions," and "Hospitals.")

**Athenaeum.** (See "Public Library.")

**Athletics.** (See "Sports.")

**Augsburg Seminary.**—This is an institution of the Norwegian-Lutheran Church, and is located at the corner of 7th St and 21st Av. S. It was organized as a theological school at Marshall, Wis., in 1869. In 1871 it was removed to Minneapolis, and in 1874 the main building, a four-story structure, 113x52 feet was commenced. To Prof. Sven Oftedal, who has been identified with the seminary since 1873, is due a large part of the credit for its success. (Minneapolis electric line.)

**Avenues.** (See "Streets and Avenues.")



**Baggage.**—A half dozen or more delivery companies call for baggage in any part of the city and deliver it at the depots at a uniform rate of 25c per piece, except from very remote points. Most of the railroads now check baggage to destination at the time of sale of tickets, sending to the house or hotel for the trunks and thus saving the traveler all annoyance at the station. The charge for this accommodation is 25c, within a central district. (See "Express Charges.")

**Bakeries.**—Nearly everything for the table in the line of bread, cakes and pastry, can be obtained at the leading bakeries at reasonable prices. Special articles are prepared to order, both at the first-class bakeries and at the caterers. (See "Caterers.")

**Bank Clearings.** (See "Clearing House.")

**Banks.**—A total capital of \$5,500,000, is shown by the national and state banks of Minneapolis. In addition there is a large private banking and brokerage business and a heavy capital controlled by loan and trust companies. The following are the banks with their locations and capital.

#### National Banks.

First.—Cor. 4th St. and 1st Av. S. \$1,000,000.

Flour City.—Cor. Hennepin Av. and 5th St. \$500,000.

National Bank of Commerce.—Cor. 1st Av. S. and 4th St. \$1,000,000.  
Nicollet.—52 and 54 S. 4th St. \$250,000.

Northwestern.—Second floor Guaranty Bldg. \$1,000,000.

Swedish-American.—100 Washington Av. S. \$250,000.

#### State Banks.

Germania.—416 Nicollet Av. \$50,000.

German-American.—Cor. Plymouth and Washington Aves. \$60,000.

Hennepin County Savings.—60 S. 4th St. \$100,000. (Does a general banking business.)

Hills Sons & Co.—Globe Bldg.  
Metropolitan.—Cor. 4th St. and Nicollet Av. \$200,000.  
Peoples'.—14 S. Wash. Av. \$76,000.

St. Anthony Falls.—Cor. Central Av. and 4th St. S. E. \$125,000.  
Security.—Guaranty Bldg., \$1,000,000.

#### Savings Banks.

Farmers and Mechanics.—115 S. 4th St.

Hennepin County.—60 S. 4th St.  
Industrial Savings Bank.—107 S. 4th St.

(See "Loan & Trust companies," "Clearing House," etc.)

**Baptist Churches.**—The history of the Baptist denomination in Minneapolis dates from 1850, when what is now the Olivet Baptist Church was organized. It is now one of the strongest sects in the city, having thirteen churches and several flourishing missions. Following is a list of the houses of worship:

Bethel Mission, (Swedish).—29th Av. S. and 25th St.

Calvary.—Cor. Blaisdell Av. and W. 26th St.

Central.—Cor. 4th Av. S. and Grant St.

Chicago Avenue Mission.—3200 Chicago Av.

Elim (Swedish).—Cor. 20th Av. N. E. and Jackson St.

Emerson Avenue Mission.—910 Emerson Av. N.

First.—Cor. 10th St. and Harmon Place.

First German.—20th Av. N. between Lyndale and Aldrich.

First Norwegian and Danish.—Cor. 13th Av. S. and 7th St.

First Swedish.—Cor. 13th Av. S. and 8th St.

Fourth.—Cor. 18th Av. N. and Dupont Av.

Immanuel.—Cor. Bloomington Av. and E. 23rd St.

Memorial Mission.—2nd St. N. between 31st and 32nd Aves. N.

Northeast.—Cor. 13th Av. N. E. and Madison St.

Olivet.—Cor. 13th Av. S. E. and 4th St.

Tabernacle.—Cor. 23rd Av. S. and 8th St.



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**HARRY W. JONES, ARCHITECT.**

# The National Bank of Commerce.

MINNEAPOLIS, MINN.

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CAPITAL, - - \$1,000,000

SURPLUS, - - 200,000

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## OFFICERS:

S. A. HARRIS, President.

H. H. THAYER, Vice-President.

C. J. MARTIN, Second Vice President.

A. A. CRANE, Cashier.

W. S. HARRIS, Asst. Cashier.

# The Metropolitan Bank of Minneapolis.

J. T. WYMAN, PRES.

JAS. I. BEST, V-PRES.

E. W. DECKER, CASHIER.

---

CAPITAL, \$200,000.

SURPLUS, \$32,500.

## AVERAGE MONTHLY DEPOSITS FOR THE FOLLOWING YEARS:

	1897	1898	1899	1900
January.....	\$249,668.00	\$465,480.00	\$660,000.00	\$756,300.00
February....	264,536.00	476,600.00	624,000.00	784,500.00
March .....	296,481.00	484,200.00	690,000.00	799,600.00
April.....	307,860.00	525,300.00	711,000.00	857,300.00
May .....	324,964.00	527,100.00	717,000.00	839,200.00
June.....	333,223.00	526,000.00	722,000.00	926,700.00
July.....	359,223.00	538,700.00	745,000.00	(two weeks)
August.....	367,300.00	535,700.00	720,000.00	
September...	421,340.00	579,000.00	814,000.00	
October.....	464,400.00	577,700.00	893,000.00	
November...	486,500.00	620,500.00	864,000.00	
December...	500,100.00	658,400.00	800,600.00	

**Bar Association, The Minneapolis,** was incorporated in 1883, with a capital stock of \$30,000. It maintains a law library at 715 Temple Court and holds occasional meetings to take action on matters pertaining to the legal profession.

**Barnes Place.**—A tract of one and one-third acres at the intersection of James Av. N. and Thomas Pl. in Oak Park. (See "Park System.")

**Barracks.** (See "Fort Snelling.")

**Base Ball.**—The grounds of the Minneapolis base ball club are at the corner of Nicollet Av. and Lake St. and are reached by the First Avenue S. and Nicollet car line. Sunday games are played at Minnehaha Driving Park, (Minnehaha car).

**Baths.**—Facilities for bathing may be found in connection with the larger barber shops, the more pretentious adding Turkish, and all the list of special baths. Lake bathing may be enjoyed at Calhoun, where dressing rooms and other conveniences are provided by the park commissioners. At Lake Minnetonka there are numerous fine bathing places.

**Bazaars.** (See "Department Stores.")

**Beet Sugar.** (See "Sugar Factory.")

**Benevolent Societies and Institutions.**—Connected with nearly every church in the city there are one or more societies of a benevolent nature. These are usually limited in scope to the poor of the church or have as an object the collection of funds for educational or missionary work. Some, however, have established charitable institutions in the

city. Where the work has reached a denominational character or been taken up by charitable people irrespective of church association, results have been more pretentious. As a rule persons in need of assistance are well cared for. The total benevolences of the city would, if a compilation were possible, show an enormous aggregate. The people of Minneapolis have a reputation for especial liberality. The following are some of the principal benevolent institutions in the city:

Associated Charities. — Windom Bldg., Cor. Wash. and 2nd Av. S.

Bethel Kindergarten and Day Nursery.—1416 2nd St. S. Training and care of small children of working women.

Catholic Orphan Asylum.—Cor. Chicago Av. and 47th St.

Florence Crittenton Home.—2014 26th Av. S.

German Home for Women and Orphans.—3026 N. Russell Av.

Home for the Aged (Little Sisters of the Poor).—215 Broadway N. E.

Home for Children and Aged Women.—3200 Stevens Av.

Jones-Harrison Home.—S.W. shore Cedar Lake. For aged women.

Minnesota Soldiers Home.—Minnehaha Park.

Sheltering Arms.—Emerson Av. and 27th Av. N.

Washburn Home.—Cor. Nicollet Av. and 49th St. An orphan asylum endowed by the late Gov. C. C.

Washburn of Wisconsin.

(See "Hospitals," "Associated Charities," etc.)

**Bible Society.** (See "Hennepin County Bible Society.")

**Bicycling.**—Broad, hard streets, good pavements in the business center, a continually increasing mileage of bicycle paths, together with the absence of great elevations and steep gradients, make Minneapolis the ideal place for the bicyclist. To these advantages should be added the fact that the city is charming and in the country around are some of the most

beautiful and picturesque regions in the Northwest. Wheeling is growing in popularity every year. Probably 50,000 wheels are in use in the city and each year adds to the number.

**Bicycle Paths.**—There are some thirty miles of bicycle paths in the city and perhaps as much more outside the limits and connecting with city paths. Some of these paths have been built under the direction of the city engineer and some by the park board. All have been promoted by wheelmen. Under city ordinance now in force every wheel using a city path must carry a license tag which may be obtained from the city clerk on payment of a fee of 50c. The fund thus created is used wholly in path construction. Strangers should supply themselves with tags and save possible annoyance. If a wheel be rented it is the dealers duty to see that it bears a tag. In enforcing the cycle tag law due courtesy will be extended to wheelmen from other regions where similar laws are in force—their tags will be recognized as "good" on the Minneapolis paths.

In constructing new paths the city authorities now act in conjunction with the Committee of Associated Wheelmen,, composed of representatives of interested organizations, and of which Chas. H. Vanderhoof (office Phoenix Bldg.) is chairman. There are numerous private clubs.

The principal paths in the city and vicinity are these:

On 7th Av., from 7th St. to 10th St., connecting pavements on 7th St. and Park Av., one-quarter mile.

On Franklin Av., from Park Av. to 11th Av. S., end of pavement which continues east one-half mile.

On Lake St., from Chicago Av. to the Mississippi river bridge, connecting with St. Paul path, four miles.

Minnehaha Av., from Lake St. to Minnehaha Falls, to the south city

limits, continuing to Fort Snelling, three and one-half miles.

Foot of W. Lake St., skirting Lake Calhoun and W. Lake street to west city limits, one and one-half miles.

Minnetonka path, city limits to Chown's Corners, nine miles.

At and around Lake Harriet, two miles.

On Minnehaha Parkway, four miles.

On E. 46th St., Lake Amelia, to Minnehaha Falls, one mile.

On 5th St. S., from Fourth Av. to 10th Av. S., one-half mile.

On 10th Av. S., from 5th St. S., to 10th Av. bridge, one-half mile.

On University Av. S. E., from 16th Av. S. E. to Washington, to Bedford Aves., city limits, connecting with University path to St. Paul, one and one-third miles.

On east river bank boulevard, from Washington to new dam and city limits, connecting with St. Paul paths, two miles.

On 5th St. N., from 12th Av. N., 6th St., to 18th Av. N., to Fremont Av., to 32nd Av. N., two and one-quarter miles.

On 32nd Av. N., from Penn Av. to Crystal Lake road, one mile.

On 5th Av. N., from Lyndale Av. to Penn Av. N., one mile.

Monroe St. N. E. from 13th Av. to 27th Av. N. E.

Sixth St. S. E. from Central Av. to 15th Av. S. E.

Bloomington Path, from limits at end of Lyndale Av. to Bloomington, about 10 miles.

Many of the city paths have been built to connect good paved streets or to join paved streets to others which are ordinarily in fair condition. Some of the paths along the parkway system are simply for the purpose of avoiding steep hills or crowded portions of the driveways. In the accompanying map no attempt has been made to distinguish between paths, boulevards and paved streets. The routes laid out show where pavement, path or good road bed assures the cyclist good wheeling at any time except the worst of weather.

The St. Paul system of cycle paths is excellent and is connected

with the Minneapolis system at several points. In some parts of St. Paul riding upon the sidewalks is allowed but the stranger should be sure of his ground before indulging in this amusement, which is strictly prohibited in Minneapolis except in one remote district.

**Bicycle Runs.**—Every cyclist likes to vary his route and seek out new ways of going and coming but for strangers the following suggestions are made. In every case the distance is for the round trip from the center of the city over the shortest good road. Each suggested run is capable of infinite variation to suit the rider as he becomes acquainted with the country. For out of town runs only destinations are mentioned. Riders should use good state and county maps when making these longer excursions.

1.—**A Half-Hour in Town.**—Out 7th St. to 7th Av. S., to Park Av., to Lake St., to Portland Av., to 7th St., to Nicollet Av. 5 miles.

2.—**Lake Harriet.**—Hennepin Av. to Kenwood parkway, to Lake of Isles boulevard, to Calhoun parkway, to Interlachen park, to Lake Harriet. About 10 miles. Return may be varied by riding east from Lake Harriet to Lyndale Av., or from Lake Calhoun to Hennepin Av. and entering city over either of these avenue. 10 miles.

3.—**Minnehaha.**—Out 7th St., to Park, to Lake, to Minnehaha Av., to Minnehaha Park and Falls. 16 miles.

4.—**Minnehaha-Harriet.**—Hennepin and the parkways to Lake Harriet as in No. 2. At southeast point of Lake Harriet take Minnehaha parkway, follow to the park, return over route 3. 23 miles.

5.—**Fort Snelling.**—Same as route 3 but following path  $1\frac{1}{2}$  miles be-

yond Minnehaha to Fort Snelling, a most picturesque place. 20 miles.

6.—**Fort Snelling and Cleveland Av.**—Same as route 5 but instead of returning over same route cross bridge at the fort and follow Cleveland Av path to Lake St. bridge, cross bridge and go west on Lake to Park Av. 20 miles.

7.—**University.**—S. 5th St. to 10th Av. S., on 10th Av. S., across bridge to University Av., on University to Campus, through campus to Washington Av., returning via Washington Av. bridge, 3rd and 5th Sts. 5 miles.

8.—**East River Bank.**—5th St. to 15th Av. S., to Washington, to bridge, to East River Bank parkway, which follow to government dam and Lake St. bridge, returning as in route 6. This may be shortened by recrossing the river at Franklin Av. bridge and following Franklin and Park into the center. Or it may be extended to Fort Snelling over the Cleveland Av. path.

9.—**St. Paul.**—7th St., Park Av., Lake St., across bridge to Summit Av. path, to St. Paul. 24 miles. St. Paul may be also reached via University Av., or via Fort Snelling, taking the W. 7th St. path into St. Paul after crossing the bridge at the fort. The latter route is 17 miles one way; if return is via Summit Av., the run is nearly 30 miles.

10.—**Como Park.**—Lake St. and Summit Av. to Lexington Av., to Como. 24 miles. Como is St. Paul's leading park.

11.—**Minnetonka.**—Hennepin Av. to Lake to Calhoun, taking Minnetonka path at northwest corner of Calhoun. This path follows Lake St. boulevard to Hotel St. Louis, at Minnetonka. 32 miles. This run may be extended by diverging to the

left before reaching Hotel St. Louis and passing around "lower lake" through Excelsior and Wayzata. 48 miles. Use good road map.

12.—Bloomington.—Out Hennepin to Lyndale, Lyndale to limits, follow path to village of Bloomington. 26 miles.

13.—Shakopee.—Same as 12, but follow Shakopee road beyond Bloomington. 50 miles.

14.—Northfield.—Through St. Paul and Farmington. 104 miles.

15.—Osseo and Anoka.—Western Av. and 5th Av. N. to Penn Av., to Crystal Lake road, to Osseo and Anoka. 40 miles.

16.—White Bear Lake.—Any route to St. Paul or Como, and path to White Bear. 50 miles.

17.—Stillwater.—Any path to St. Paul, E. 7th St., and Lake Elmo path to Stillwater. 64 miles.

**Bijou Opera House.**—On Washington Av. between Hennepin Av. and 1st Av. N. It presents a large variety of attractions during the entire year at popular prices. (See "Theatres.")

**Bill Posting.**—Show-bills as a medium for advertising are used principally by the theatres and traveling theatrical companies, but find favor with certain local advertisers who occasionally patronize the numerous bill boards.

**Blocks.**—One of the peculiarities of Minneapolis nomenclature which always impresses itself upon the stranger is the indiscriminate application of the title "block" to almost any building other than a private dwelling. The local use of the word is often quite improper. By the best usage a "block" is a continuous row of buildings or a large building under

one roof but divided into a number of entirely distinct and separate stores or residences, any one of which would be complete alone. The Syndicate Block is perhaps the only one in the city correctly named, but the inaccuracy would be of no particular consequence if it had not led to the designation of nearly all the offices in the city by blocks without the addition of any street or number. Occupants of offices are now finding it expedient to add the street and number when giving an address, except in the case of the most prominent buildings, and strangers will find that it saves much annoyance to secure the street number in addition to the "block" number. (See "Buildings.")

**Bloomington.**—The township south of Richfield and second south of the city. It lies along the Minnesota river in the southeastern part of Hennepin county. It is a fine farming community.

**Boarding Houses.**—An excess of the masculine element of the population is characteristic of the West. Minneapolis is not an exception to the general rule and her army of homeless young men brought countless boarding houses into existence. Supplemented, as the brigade of young men boarders is, by a contingent of the usual boarding class and a numerous company of new arrivals who find boarding a convenient temporary arrangement, it may be said that an unusually large proportion of the population is at the mercy of the landlady. The boarding houses range from the cheap barracks where the laborer lodges to the elegant family hotel where luxuries are provided at luxurious prices. Rates range from \$2.50 to \$25 per week. Good board





can be obtained at from \$5 to \$7 per week, the rent of room and other accommodations being extra. For about \$10 a week one can secure very pleasant quarters and an attractive table. Higher rates are for luxuries and style, excepting of course the charges made by hotels, which cover a service not usually given in a boarding house. The majority of the boarding houses are within the region bounded by 1st Av. N., 13th St., 6th Av. S. and the river. Many people prefer to rent a room or rooms and take their meals elsewhere, either at boarding houses, hotels or restaurants. Rooms may be obtained at from \$5 per month up, according to location and furnishing. Comfortable rooms within a mile of the business center range from \$10 to \$15 per month.

**Board of Education.** (See "City Officials" and "Schools.")

**Board of Trade.**—The position usually filled in commercial centers by trading organizations variously known by the title "Board of Trade," "Chamber of Commerce" and "Merchant's Exchange," is occupied in Minneapolis by the Chamber of Commerce. The Board of Trade is an association of business men who meet to discuss public affairs and recommend or take action. The board has exercised a large influence in securing the establishment of new business interests in the city. In 1899 the Board of Trade was reorganized and has since taken a more active part in advancing the city's interests. It has rooms at 914-15 Lumber Exchange.

The officers for the current year are: President, J. C. Elliel; vice president, T. B. Janney; 2nd vice president, B. F. Nelson; treasurer,

F. A. Chamberlain; secretary, F. H. Forbes.

### **Boat Clubs.** (See "Sports.")

**Boating.**—Scores of lakes within easy reach afford unexcelled facilities for boating. Within the city limits are five or six delightful lakes, controlled by the board of park commissioners and supplied with an abundance of light and safe row-boats. The absence of currents and the impossibility (on account of their medium size) of heavy waves running, make these lakes especially suitable for boating. Lakes Calhoun and Harriet are accessible by the Como-Interurban electric car line and each have large fleets of boats. Each of these lakes is about a mile long and they are about four miles from the post office, the ride occupying about thirty minutes. Cedar Lake on the western border of the city may be reached by the Kenwood electric car line. At every point on Lake Minnetonka reached by the railroads boats are kept to let. (See "Minnetonka.") The prevailing charge there as at the city lakes is 25c per hour with a reduction when boats are wanted for several hours or a day. It is well to make a bargain before entering the boat. There are many other beautiful lakes in the vicinity of the city where boats are kept, but none so easily reached as those already mentioned; private conveyance being ordinarily required. The Mississippi River, though having a course of some eight miles through the city, is not adapted to boating. Below the falls the rapids are dangerous, and above the channel is obstructed by booms and floating logs. (See "Sailing.")

### **Bonds.** (See "Finances.")

**Books of Reference.**—Among the mass of pamphlet literature which has been published with Minneapolis as a subject, there is but little which has a permanent value or which is in any way available for reference. This is generally due to the fact that such publications are printed in perishable form, or are composed largely of statistics which have no worth beyond the year to which they apply. Hence the only matter suitable for consultation is that which may be found in standard works published in substantial form apart from advertising schemes, or at regular intervals. Of the latter class the Minneapolis City Directory published by the Minneapolis Directory Company, is of special value. It is published each year in July and includes the names, addresses and occupations of the residents of the city, as well as a business directory and the usual classifications found in such works. Strangers can find the directory in all first-class drug stores and on the desks of all the hotel offices. A "Blue Book" for Minneapolis and St. Paul is published every odd numbered year in January by R. L. Polk & Co. It contains, not an exclusive list of "blue bloods," but a street and number and alphabetical classification of the names of people who have homes in the city. Rev. Edward D. Neill's History of Hennepin County, is a reliable volume of 700 pages containing a vast fund of valuable information about early days in Minneapolis and vicinity. Mr. Neill has also written a History of Minnesota, which is of great service to those looking up historical points. The printed and bound reports of the city officers and boards are ordinarily to be found at the city hall. Their utility is obvious to the

student of public affairs. Another set of valuable statistical reports are those issued each year by the secretary of the chamber of commerce. Nearly all the above works may be consulted at the public library.

**Book Stores.**—As is the case with nearly all the lines of retail trade the better class of Minneapolis book stores are on or near Nicollet Av. N. McCarthy, at 622 Nicollet, Cushman & Plummer, at 24 Washington Av. S. and S. M. Williams, at 13 S. Washington Av., carry general lines. The leading old book store is the Goodyear Book Co., 319 Hennepin Av. The Twin City School Supply Co., 319 Hennepin Av., carries school books and kindergarten supplies. S. Wylde & Co., 509 Hennepin make a specialty of Episcopal publications and the University Book Store of higher text-books. (See "Stationers," and "Newsdealers.")

**Booms.**—The log booms occupy a considerable portion of the river opposite and above the city. Long strings of logs, fastened securely end to end, and anchored to piers in the river, or made fast to the shore, serve to prevent the floating logs of the drive from being carried past the city in confusion. When the logs arrive at the booms they are sorted out and turned into the divisions belonging to the various mills. The process of sorting logs in the river is worth seeing. The best place to observe it is at what is called the main sorting gap, which is opposite the mouth of Shingle Creek, about three miles up the stream from the steel arch bridge. (Washburn Park and Camden Pl. electric line.) At this point the boom men examine the logs and by the brands determine their ownership. Below the main

sorting gap the surface of the river channel is divided by log strings or chains into small channels which lead the logs to the various mill "ponds," as the portions of the boom belonging to distinct mills are called. The booms occupy about four miles of the river opposite the city. For perhaps thirty miles above there are shore booms which are used for storing logs until needed to keep up the supply below. (See "Lumber and Saw Mills.")

**Boston Block.**—The seven story white stone office building at the corner of 3rd St and Hennepin Av. It has a large central court.

**Boulevards.** (See "Parks and Parkways," "Park System," "Streets and Avenues," and the several boulevards and parkways by name.)

**Branch Libraries.** (See "Public Library.")

**Branch Post Offices.** (See "Post Office.")

**Brewing.**—One of the leading industries of Minneapolis is the brewing of beer while distilleries of spirituous liquors are conspicuous by their absence. Minneapolis is a great natural market for grain and receives vast quantities of barley each year. It is also true that the people of the city and the Northwest favor malt rather than spirituous liquors. The largest brewing plant in the city, and one of the largest in the country is that of the Minneapolis Brewing Co., Cor. Marshall St. and 13th Av. N. E. This company in 1891 built an entirely new plant, covering four acres of ground, and having an entirely modern equipment. The brewing capacity of the plant amounts to 500,000

barrels annually, and a force of 250 men is employed, while twenty-five teams are utilized in the work of delivery. (Western and 2nd St. electric line.)

**Bridal Veil Falls.**—A beautiful little cascade formed by a small stream which leaps over the Mississippi river cliffs on the east side just above the Franklin Av. bridge. The falls may be reached by driving out E. Franklin Av. or from the east side by following the East River bank parkway from the east end of the Washington Av. bridge. About 2½ miles from the center of city. (See "Bicycling.")

**Bridges.**—There are 17 bridges spanning the Mississippi river (or its various channels) within the corporate limits of Minneapolis. Nine of these are highway bridges and eight are used by railroads. The nine highway bridges, which are owned and controlled by the city, are the following:

Twentieth Avenue North.—Iron.

Plymouth Avenue.—Iron.

Steel Arch.—Steel. (See "Steel Arch Bridge.")

Stone Arch.—Stone, (across the east channel from bridge St., on Nicollet Island to Central Av.)

Hennepin Island.—Wood, (over east channel from Hennepin Island to 3rd Av. S. E.)

Tenth Avenue South.—Iron.

Washington Avenue.—Iron.

Franklin Avenue.—Iron.

Lake Street.—Iron.

The aggregate length of city bridges as reported by the city engineer is 8,829 feet. Their cost was considerably more than a million dollars.

The railroad bridges are the Northern Pacific (Iron) at 25th Av. N., the Soo Line Bridge at Camden Place, the Minneapolis Western R. R. bridge below 10th Av. S., the iron bridges

of the Great Northern railroad over the east and west channels at Nicollet Island; the stone arch bridge (which see); the lower Northern Pacific iron bridge at the foot of S. 1st St., and the Chicago, Milwaukee & St. Paul bridge at the foot of E. 25th St. (See "High Bridge.")

In addition to the Mississippi river bridges there are forty or fifty bridges over railroad crossings and the various creeks which flow into the Mississippi.

**Bridge Square.**—The lower end of Hennepin and Nicollet Avenues from their intersection at 1st St., to the Mississippi River is called Bridge Square. It commands a view of both avenues with the old city hall in the center of the foreground.

**Bryn Mawr.**—The name of a residence section lying about half a mile west of Loring Park. (Bryn Mawr electric car.)

**Building Inspector.** (See "Building Restrictions," and "City Officials.")

**Building Material.**—Underneath her own streets and town lots lies some of the best of Minneapolis building material. A ledge of fine blue limestone crops out along the Mississippi river cliffs and underlies much of the city—at some places so near the surface as to make blasting necessary in the work of cellar excavations. This stone is universally used for foundations and frequently in churches, dwellings and business buildings. Within the city limits are beds of clay, which yields a fine yellow brick. As Minneapolis is the leading "sawmill city" in the world there is no lack of lumber. Handsome limestones are brought from Kasota and Mankato, granite from St. Cloud, and

fine brown stones from the shores of Lake Superior; all these points being within easy shipping distance. Pressed brick comes from the east, and builders hardware—such as is not manufactured in the city—from the eastern and southern markets. (See "Lumber and Saw Mills.")

**Building Restrictions.**—The city of Minneapolis exercises a careful supervision over all buildings erected within her limits. An elaborate building ordinance places the control of the matter in the hands of a building inspector who has assistants especially qualified to examine carpenter work, mason work, iron work, plumbing and electric wiring. The ordinance specifies the requirements of many details of building. Before a building is erected or any material alterations or repairs are made, a permit must be obtained from the building inspector at his office in the city hall. Among other interesting provisions are these:

"All hotels, boarding, lodging or tenement houses six stories or over in height shall be built strictly fire proof.

"The walls of every building hereafter erected or enlarged, within the fire limits of the City of Minneapolis, shall be built of brick, stone or iron or other incombustible material. (See "Fire Limits.")

"It shall be unlawful to repair any frame building, within the fire limits of the City of Minneapolis, when such building shall have been damaged by the elements or decay to the extent of 40 per cent. of the value of such building.

"Any person having the use of any portion of the street or sidewalk, for the purpose of erecting or repairing any building, or for any other pur-

pose, shall cause red lights to be placed in a conspicuous place in front of such obstruction each night.

"A sidewalk or passageway, at least four feet wide, shall be kept in front of any building during the progress of its construction.

There are very careful provisions for the arrangement of theatres and public halls.

All freight and passenger elevators are inspected by this department four times a year, and the ordinance requires that all elevators be supplied with the most approved safety devices for the protection of the public. The plumbing and gas fitting ordinance is up to date and requires the best sanitary work obtainable.

The electrical ordinance is in accord with the rules of the National Underwriters' code but thoroughly adapted to the existing local conditions, and is acknowledged to be the best electrical ordinance in force in any city in the United States.

**Buildings, The Prominent.**—The following list includes the more conspicuous or important buildings of the city with their use and location. Those of special interest are described elsewhere under appropriate headings.

**Andrus Building.**—Eight stories, offices; Cor. Nicollet Av. and 5th St.

**Bank of Commerce Building.**—Six stories, offices; Cor. Nicollet Av. and 3rd St.

**Bank of Minneapolis Building.**—Cor. Nicollet Av. and 3rd St.

**Bijou Opera House.**—N. Washington Av. between Hennepin and 1st Av. N.

**Boston Block.**—Seven stories, offices; Cor. Hennepin Av. and 3rd St.

**Century Building.**—Five stories, offices; Cor. 1st Av. S. and 4th St.

**Chamber of Commerce.**—Five stories, Cor. 4th Av. S. and 3rd St.

**City Hall (old).**—Four stories, Nicollet and Hennepin Aves. and 2nd St.

**Corn Exchange.**—Five stories, offices; Cor. 4th Av. S. and 3rd St.

**Court House and City Hall.**—Five stories, between 3rd and 4th Aves. S. and 4th and 5th Sts.

**Dayton Building.**—Eight stories; offices; Cor. Nicollet Av. and 6th St.

**Exposition.**—Three stories; Main, 1st Av. S. E., Ortmann and Bank Sts., East Division.

**Farmers and Mechanics Bank.**—4th St. between 1st and 2nd Aves. S.

**Flour Exchange.**—Three stories; offices; Cor. 4th Av. S. and 3rd St.

**Globe Building.**—Eight stories, offices; 16 and 18 4th St. S.

**Guaranty Building.**—12 stories, offices; Cor. 2nd Av. S. and 3rd St.

**Holmes Hotel.**—Six stories, Hennepin Av. between 8th and 9th Sts.

**Journal Building.**—Four stories; publishing; 47—49 S. 4th St.

**Kasota Building.**—Six stories, offices; Cor. Hennepin Av. and 4th St.

**Labor Temple.**—Three stories, organized labor; Cor. 8th Av. S. and 4th St.

**Loan and Trust (Minnesota).**—Seven stories, offices; 311-313 Nicollet Av.

**Lumber Exchange.**—Twelve stories, offices; Cor. Hennepin Av. and 5th St.

**Masonic Temple.**—Eight stories, offices; Cor. Hennepin Av. and 6th St.

**Medical Building.**—Six stories, offices; Nicollet Av. between 6th and 7th Sts.

**Metropolitan Opera House.**—1st Av. S. between 3rd and 4th St.

**Minneapolis Club.**—Cor. 1st Av. S. and 6th St.

**New York Life Building.**—Eleven stories, offices; Cor. 2nd Av. S. and 5th St.

**Nicollet House.**—Five stories, Cor. Washington, Hennepin and Nicollet Aves.

**Northwestern Building.**—Nine stories, 322-324 Hennepin Av.

**Oneida Block.**—Six stories, offices; Cor. 1st Av. S. and 4th St.

**Phoenix Building.**—Nine stories, offices; Cor. 4th St. and 1st Av. S.

**Post Office.**—Cor. 1st Av. S. and 3rd St.

**Public Library.**—Three stories, Cor. Hennepin Av. and 10th St.

**Sykes Block.**—Eight stories, offices; 254 and 256 Hennepin Av.

**Syndicate Block.**—Six stories,



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stores and offices; Nicollet Av. between 5th and 6th Sts.

**Tribune Building.**—Five stories, publishing; 57-61 S. 4th St.

**Temple Court.**—Eight stories, offices; Cor. Washington and Hennepin Aves.

**West Hotel.**—Eight stories, Corner Hennepin Av. and 5th St.

(See "Churches," "Schools," "University," etc.)

**Burial Places.** (See "Cemeteries.")

**Business Colleges.**—There are eight business colleges or schools in the city. They have a large number of students in attendance.

**Archibald Business College,** Lake St. and Stevens Av.

**Caton Business College,** 618-20 Hennepin Av.

**Curtiss Business College,** Boston Blk., Hennepin and 3rd St.

**Metropolitan Commercial College,** 408 Nicollet Av.

**Miller's Com. College,** Lumber Exchange, 5th and Hennepin Av.

**Minnesota Normal School & Business College,** 1700 E. Franklin Av.

**Minnesota School of Business,** 54 S. 3rd St.

**Munson Shorthand Institute,** Guaranty Bldg.

**Cab Fares.** (See "Hack Fares.")

**Caledonian Club.**—An organization of natives of Scotland, principally for social purposes. Monthly entertainments of a semi-social nature are held during the cooler months, and Robert Burns's birthday and Halloween are remembered with banquets. Public games are held each year.

**Canal.**—The name commonly used for designating the race which conducts the water of the Mississippi to the mills upon the west bank at the falls. It is controlled by the Pillsbury-Washburn Flour Mills Co.

**Carriages.** (See "Hack Fares" and "Livery.")

**Cart Stands.** (See "Express Wagons.")

**Caterers.**—The requirements of social gastronomy are ably filled by skillful caterers who supply everything requisite for a simple serving of ices or a banquet of many courses. The usually maintain restaurants for accommodation of the more fashionable lunch takers and for theatre parties. Leading caterers are: **Dorner,** 39 S. 6th St. and 1215 Nicollet; **Dorsett,** 822 Nicollet Av. and 712 Hennepin; and **Maas,** 1014 Hennepin Av.

**Catholic Churches.**—In 1849 the first Catholic church building in this city was commenced. A list of the present edifices of the denomination follows:

**Church of the Ascension.**—Cor. Bryant and 18th Av. N.

**Church of the Holy Cross (Polish).**—Cor. 17th Av. N. E. and 4½ St.

**Holy Rosary.**—Cor. 18th Av. S. and 24th St.

**Immaculate Conception.**—Cor. 3rd Av. N. and 3rd St.

**Notre Dame de Lourdes.**—Prince St., E. D., near Central Av.

**Our Lady of Perpetual Help.**—Cor. 21st Av. and 5th St.

**St. Anthony of Padua.**—Main St. between 8th and 9th Aves. N. E.

**St. Boniface (German).**—Cor. 7th Av. N. E. and 2nd St.

**St. Charles.**—Cor. 4th St. and 13th Av. S.

**St. Clotilde (French).**—Cor. 11th Av. N. and Lyndale Av.

**St. Cyril.**—Cor. Main St. and 16th Av. N. E.

**St. Elizabeth (German).**—Cor. 15th Av. S. and 8th St.

**St. Joseph's.**—N. 4th St. between 11th and 12th Aves.

**St. Lawrence.**—Cor. 12th Av. S. E. and 7th St.

**St. Mary's (Greek-Russian).**—Cor. 17th Av. and 5th St. N. E.

**St. Stephen's.**—Cor. Clinton Av. and E. 22nd St.

**Catholic Orphan Asylum.**—At Chicago Av. and 48th St. The building is of brick, commodious and well adapted to the purpose.



**Cedar Lake.**—The most northerly of the four large lakes in the southwestern part of the city. It lies west of Kenwood and may be reached by the Oak and Kenwood electric cars or by driving or wheeling over Kenwood Boul. Cedar Lake is the most irregular in outline and by many persons thought the prettiest of the four lakes.

**Cemeteries.**—The following list comprises the cemeteries of the city:

**Crystal Lake.**—Cor. Humboldt Av. and 38th Av. N.; office, 436 Boston Bldg.

**Hillside.**—Between 16th and 22nd Aves. N. E. on St. Paul and Duluth Ry.; office, 701 N. Y. Life Bldg.

**Lakewood.**—Cor. 36th St. and Hennepin Av.; office, 508 Guaranty Bldg.

**Layman's.**—Cor. Cedar Av. and Lake St.

**Maple Hill.**—Broadway, between Polk and Fillmore Sts. N. E.

**Montefiore (Hebrew).**—Cor. 3rd Av. S. and 42nd St.

**Rosedale.**—King's Highway, between Lake and 31st St.

**St. Anthony.**—Cor. Central and 28th Av. N. E.

**St. Mary's.**—Cor. Chicago Av. and 46th St.

**Chamber of Commerce.**—From its organization in 1881, the Minneapolis Chamber of Commerce has grown steadily. It now ranks with the leading commercial organizations of the world. As the representative of the largest primary wheat market in the world it holds a unique position among similar bodies. In 1884 the Chamber of Commerce completed a building at a cost of \$180,000, and representing with the site a value of \$240,000. It is now worth probably \$300,000. The membership is limited to 550 and new members are taken only on transfer of certificate. The various fees and dues, together with assessments and rentals of offices in the building pay all the expenses. The Chamber has no indebtedness.

An enormous business is transacted annually on the floor of the Chamber of Commerce. Not only is the entire grain business of the city there handled, but a large amount of the dealings in "futures" which formerly went to Chicago, now comes to the Minneapolis brokers. From 9:30 to 1:15 o'clock each business day the Exchange room is crowded with busy commission merchants whose tables are covered with grain samples, millers watching the quotations as they are posted on huge blackboards as fast as received by telegraph, and brokers watching the market as they buy or sell (according as they have orders) for future delivery. A gallery is at all times open to visitors and introduction "on 'change'" may be secured through members. The Exchange building is a handsome brown sandstone structure, five stories in height, at the corner of 3rd St. and 4th Av. S. C. M. Harrington is president, E. S. Woodworth, first vice-president, and John Washburn, second vice-president. G. D. Rogers, secretary of the Chamber of Commerce, prepares annually reports of the trade and commerce of the city. Acknowledgment is due him for the use of certain statistics of this nature which will be found under appropriate headings. (See "Commerce," "Grain Trade," "Flour Milling," etc.)

**Charities and Corrections.**—The Department of Charities and Corrections is charged with the relief of the poor and the care and management of the city hospital and the work house. The office of the board and of the superintendent of the poor is in the city hall, where applications for relief are considered. The city hospital is at 5th St. and 8th Av. S.

Application for admission should be made to the superintendent. (See "Workhouse" and "Associated Charities.")

**Charter.**—St. Anthony was incorporated as a city March 3, 1855; Minneapolis as a town, March 1, 1856, and as a city Feb. 6, 1867. The two cities were consolidated Feb. 28, 1872. The rapid growth of the city made amendments more than usually numerous, and in 1881 the legislature passed a new act consolidating all previous enactments into what was practically a new city charter, so little did it resemble the act of 1872. Under a more recent act and constitutional amendment a charter was formulated on a "home rule" basis and submitted to the vote of the people in 1898, but failed to be adopted. Another charter commission was appointed in 1899 and its work will be submitted at the November election of 1900. (See "Government.")

**Chimes.**—A beautiful chime of bells hangs in the tower of the Church of the Redeemer (Universalist) at 2nd Av. S. and 8th St., and familiar tunes are played every Sunday before the morning and evening services. The belfry of the court house and city hall is equipped with an even finer chime of bells which are played on public holidays and special occasions.

**Churches.**—It is estimated that the seating capacity of Minneapolis churches is so large that the entire adult population of the city could attend church every Sunday, provided one half was present at the morning service and the other half in the evening, and this without more serious crowding than is experienced without complaint at some of the

more popular churches each Sunday in the year. There are over 150 church buildings, including missions and chapels. The strongest denominations numerically are the Baptist, Catholic, Congregational, Episcopal, Lutheran, Methodist and Presbyterian. There are comparatively few organized churches which are not self-supporting, and a considerable number rank among the wealthiest and most liberally benevolent of their denominations in the United States. The larger churches are naturally in the central part of the city, there being one or more of each leading denomination within a few blocks of the principal hotels. Morning services in most churches commence at 10:30, and evening services at 7:45 in summer and 7:30 in winter. In the larger churches the pews are nearly always rented, but strangers are made welcome and accommodated with sittings. The more prominent churches are described elsewhere under their own names. A list of churches of each denomination will be found under the appropriate heading except where the number is small, in which case they are classed under "Churches, Miscellaneous." The following table shows the number of churches and missions of each denomination, with the approximate membership:

	No.	Members
Advent .....	1	125
African Methodist.....	2	200
Baptist .....	17	5,500
Catholic (Roman).....	15	25,000
Christian .....	2	250
Church of Christ (Disciples) .....	3	800
Congregational .....	21	5,000
Episcopal .....	13	3,700
Evangelical Ass'n .....	2	150
Free Baptist.....	1	200
Friends .....	1	150
Greek Catholic .....	1	500
Hebrew .....	7	400
Lutheran .....	82	10,000

	No.	Members
Methodist .....	28	6,000
Non-Sectarian .....	1	50
Presbyterian .....	22	5,000
Scientist .....	2	500
Seventh Day Adv. ....	2	250
Spiritualist .....	2	....
Swedenborgian .....	1	55
Swedish Mission .....	5	1,400
Unitarian .....	2	450
Universalist .....	4	1,500
	187	66,980

**Churches, Miscellaneous.**—The following list comprises the churches of such denominations as have only a few organizations in the city:

Church of Christ (Disciples).—Cor. Portland Av. and E. Grant St.

First Free Baptist.—Cor. Nicollet Av. and W. 15th St.

First Society of Friends.—Cor. 1st Av. S. and 14th St.

First Unitarian.—Cor. S. 8th St. and Mary Place.

Greek Catholic.—Cor. 17th Av. N. E. and 5th St.

Highland Park Evangelical (German).—Cor. 25th Av. N. and Fremont Av. N.

Nazareth Free Christian, (Unitarian).—Cor. 12th Av. S. and 9th St.

New Jerusalem (Swedenborgian).—Cor. 5th Av. S. and 9th St.

Orthodox Hebrew.—Hall, Cor. Nicollet Av. and 2nd St.

Reformed Hebrew.—Cor. 5th Av. S. and 10th St.

St. James African Methodist.—112 S. E. 2nd St.

St. Peters African Methodist.—912-914 E. 22nd St.

Scandinavian Church of Christ.—Cor. 12th Av. S. and 7th St.

Scientist.—First Church of Christ.—15th St. between Portland and Park.

Scientist.—Second Church of Christ.—Cor. 14th St. and 2nd Av. S.

Seventh Day Adventist.—Cor. 4th Av. S. and Lake St.

Seventh Day Adventist (Scandinavian).—2214 S. 6th St.

Spiritualist.—Peoples Independent, 703 Nicollet.

Swedish Mission Tabernacle.—Cor. 8th Av. S. and 7th St.

North Swedish Mission.—Cor. 15th Av. N. and 9th St.

Northeast Swedish Mission.—Cor. 17th Av. N. E. and Jefferson St.

South City Swedish Mission.—Cor. Franklin Av. and 26th Av. S.

Zion Evangelical (German).—Cor. 6th Av. N. and 4th St.

**Church Music.**—In the leading churches of the city the music is furnished or led by paid choirs usually consisting of a single quartet. Westminster Presbyterian, 12th and Nicollet; Plymouth Congregational, 8th and Nicollet; Church of the Redeemer, (Universalist) 8th St. and 2nd Av. s.; St. Mark's Episcopal, 6th St., between Hennepin and Nicollet, and the First Congregational, 8th Av. S. E. and 5th St., have fine quartets. The finest organs are in the Plymouth, First Baptist, (10th St. and Harmon Place), Church of the Redeemer, Westminster, and the First Congregational churches. Chorus choirs are found in most of the other churches. Gethsemane Episcopal church, 9th St. and 4th Av. S., maintains a surpliced choir of boys and men. Elaborate music is rendered in the principal churches at the Christmas season and on Easter Sunday.

**Church of the Redeemer.**—One of the most prominent churches in Minneapolis and the Northwest is the First Universalist, or as it is better known, the Church of the Redeemer. Its building stands at the corner of 2nd Av. S. and 8th St. The First Universalist society was organized in 1859 and worshipped for awhile in public halls after which, in 1866, it completed a church building at 4th Av. S. and 5th St. Ten years later a new stone church was dedicated on the present site and given its present name. It cost about \$90,000. In January, 1888, this building was burned and the present structure is an enlargement and reconstruction of the available part of the ruins. It was completed as it now stands and dedicated on Sunday, No-

vember 24, 1889. The church is built of blue limestone in gothic style. The interior is even more handsome than the outside. The general effect is of subdued colors, softened by mellow light from the stained windows. The woodwork is all of solid black walnut. The timber work of the roof is left exposed, dividing the ceiling into panels and producing an imposing effect. There are galleries at the front and the rear but none on the side of the church where two exceedingly beautiful transept windows are the chief ornaments. The various panels of these windows are memorials placed there by members of the church. All the panels were executed by New York stained glass companies and are claimed to be as fine as anything of the kind in the country. For windows alone about \$20,000 was expended. The church is fitted with a three-manual organ costing \$11,000 and a tuneful chime of bells which is played before each service on Sunday. The membership includes an exceptionally large proportion of wealthy and prominent citizens of Minneapolis. Rev. M. D. Shutter, D. D., is pastor.

**City Hall.**—The present city hall occupies the triangular space between Hennepin and Nicollet Aves. and S. 2nd St. It is an old four story stone building, and quite inadequate to the needs of the city. On the first floor are the offices of the mayor, city clerk, city comptroller, superintendent of the poor, and chief of police; on the second are the city engineer and the water works office; on the third are the council chamber, committee rooms and city assessor's office; on the fourth the offices of the building inspector and health officer. The park board, school board and

municipal court, are housed in the court house. (See "Court House and City Hall.")

**City Library.** (See "Public Library.")

**City Missions.**—Mission rooms for the holding of "Gospel Services" are maintained by several churches along Washington Av. and in churchless localities elsewhere in the city. The audiences are generally rough and illiterate but attentive to the services.

**City Officials.**—A roster of the city officials for the years 1899 and 1900 follows:

Mayor, James Gray; comptroller, Joshua Rogers; treasurer, C. S. Hulbert; president city council, John Crosby; vice-president council, D. Percy Jones; clerk, L. A. Lydiard; attorney, Frank Healy; superintendent of police, James G. Doyle; chief of fire department, J. R. Canterbury; engineer, Geo. W. Sublette; assessor, G. L. Fort; commissioner of health, Dr. A. K. Norton; city physician, W. J. Byrnes, M. D.; superintendent of the poor, R. P. Pratt; building inspector, Jas. G. Houghton; superintendent of workhouse, John Hagman; inspector of meats and provisions, C. A. Tillbury; registrar of water works department, Frank T. Moody; supervisor of water works, J. H. McConnell; inspector of gas, W. H. Roberts; sealer of weights and measures, Ralph Whitney.

• City council.—President, John Crosby; clerk, L. A. Lydiard; aldermen, 1st ward, Jacob Foell, Perry A. Long; 2nd ward, E. C. Chatfield, J. S. Lane; 3rd ward, H. N. Leighton, Jos. L. Kilchli; 4th ward, Alfred E. Merrill, Samuel E. Adams; 5th ward, D. P. Jones, John Crosby; 6th ward, Lars M. Rand, Andrew Anderson; 7th ward, J. F. Main, O. H. Shepley; 8th ward, Alexander McCune, Fred M. Powers; 9th ward, Peter McCoy, M. B. Lloyd; 10th ward, John Sibley, James Dwyer; 11th ward, Claus O. Peterson, Peter Nelson; 12th ward, George S. Castle, Chas. E. Dickinson; 13th ward, O. P. Sutherland, Albert Curler.

**Park Commissioners.**—President, William W. Folwell; vice-president, Abraham S. Adams; secretary, J. Arthur Ridgway; treasurer, C. S. Hulbert, ex officio; attorney, Chelsea J. Rockwood; superintendent, William M. Berry; William W. Folwell, Samuel Hunter, Wyman Elliot, Jesse E. Northrup, Geo. T. D. Baxter, J. C. Young, Chas J. Johnson, Fred L. Smith, Abraham S. Adams, Howard M. DeLaittre, John S. Dodge, Harry W. Jones.

**Ex-officio members,** James Gray, Mayor, James S. Lane, Chairman Council Committee on Roads and Bridges, Albert Currier, Chairman Council Committee on Public Grounds and Buildings.

**Office of board in the court house.** Office of superintendent in Loring Park.

**Board of Education.**—President, Thomas F. Quinby, M. D.; secretary, John A. Schlener; treasurer, C. S. Hulbert; clerk, H. B. Marchbank; foreman of buildings, William Duncan.

**Supt. of schools,** Chas. M. Jordan; members, Rev. M. Falk Gjertsen, Thomas F. Quinby, M. D., W. K. Hicks, Robert Pratt, John A. Schlener, N. F. Hawley, F. G. McMillan.

**Office of the board at court house.** Office of superintendent of schools at Central high school.

**Library Directors.**—President, T. B. Walker; secretary, Daniel Fish. Members, Samuel C. Gale, A. L. Crocker, Frank H. Carleton, E. M. Johnson, T. B. Walker. **Ex-officio:** James Gray, mayor, Dr. J. F. Quinby, president of the board of education; Cyrus Northrop, president of University of Minnesota.

(See "Government," "Public Schools," etc.)

**Clearing House.**—The office of the Minneapolis Clearing House association is in the Guaranty Bldg. on 3rd St. and 2nd Av. S. Its functions are, as is ordinarily the case, simply the daily adjustment of the accounts between the various city banks, but its reports are an incontestible indication of the volume of business. Following are the clearings for 1885, 1890, 1895 and the years since:

1885 .....	\$125,477,478
1890 .....	303,913,022
1895 .....	372,895,344
1896 .....	392,965,673
1897 .....	414,597,614
1898 .....	460,222,572
1899 .....	539,705,249

In total volume of clearings Minneapolis outranks a number of places of much larger population, such as Buffalo, Milwaukee and Cleveland. (See "Banks.")

**Climate.**—The city and state enjoy a generally dry atmosphere in the winters, which are usually uniformly cold. The thousands of lakes being then frozen and the remoteness of other large bodies of water, precludes the possibility of extended periods of moist winds. For this reason the snow fall is very light. In spring, summer and fall there are usually copious rains, but nothing approximating the wet seasons of the Pacific coast. The average temperature of the winter months is 44.60 degrees; of the summer 70.50 degrees. The snow lies on the ground without melting during three winters out of four, disappearing early in March; and in this month farmers usually sow their wheat. Spring is about as forward as in central New York. The autumns are long and delightful, it frequently happening that there is no snow or settled cold weather till the middle of December. As a whole the climate is undeniably salubrious and healthful and especially beneficial to those afflicted with diseases of the lungs. Many of the hearty, hale, successful business men of Minneapolis originally came here with little prospect of more than a short term of life.

**Coal.** (See "Fuel.")

**Clubs.**—The Minneapolis and the Commercial Clubs are the leading

mens clubs of the city. (See under respective headings.) Of women's clubs there are several hundred in the city. (See "Woman's Organizations.") In the various professions and lines of business, sports, society, etc., there are clubs without number. To enumerate them all is quite beyond the capacity of this work, but the leading organizations are mentioned below. Most of them are referred to at more length under their respective names.

Minneapolis Club, 1st Av. S. and 6th St. Mens. Social.

Commercial Club, 4th and Hennepin. Mens. Commercial and social.

Minikahda Club, west shore Lake Calhoun. Social and athletic.

Lafayette Club, Lake Minnetonka. Social.

Bryn Mawr Golf Club, Bryn Mawr. Golf.

Long Meadow Gun Club, Long Meadow on Minnesota river.

Phoenix Club, 7th and Hennepin. Jewish. Social.

Odin Club, 7th and Hennepin. Scandinavian. Social.

Philharmonic Club, 51 S. 4th St. Musical.

Apollo Club, room 305 Metropolitan Music Co. Bldg., 41-43 S. 6th St.

Ladies Thursday Musicale, Metropolitan Music Co. Bldg., 41-43 S. 6th St. Musical.

Town and Country Club, east end Lake St. bridge, over Mississippi river. Social.

Minneapolis Press Club, 416 Nicollet Av.

Minneapolis Camera Club, 309 Nicollet Av.

Minnetonka Ice Yacht Club, Lake Minnetonka.

(See "Woman's Organizations," and "Musical Societies.")

**Colleges.**—In addition to the various colleges of the University of Minnesota (see "University") there are several educational institutions in the vicinity of Minneapolis which are doing college work. All are denominational in management. The leading institutions of this order are:

Augsburg Seminary.—21st Av. S. and 7th St.

Carleton College.—Situating at Northfield, about 40 miles from Minneapolis. Congregational.

Hamline University.—At Hamline, midway between the two cities. Methodist.

Macalester College.—At Macalester, a suburb between Minneapolis and St. Paul. Presbyterian.

(See "Private Schools.")

**Commerce.**—With the rapid development of her tributary country, the commerce of Minneapolis has made remarkable advances. The city is the natural market for the products of three states; she has abundant facilities for manufacturing; with St. Paul she is the natural distributing center for an enormous area. Given these conditions and a due amount of business enterprise and energy and the present extent of her commerce was the natural result. Eleven great railroad systems center here. (See "Railroads.") The Mississippi river brings to the city millions of feet of pine logs annually from the forests of the north and with a comparatively small outlay for improvements will shortly be open for steamboats from the Falls of St. Anthony to the Gulf. During seven months of the year the great lakes are an important factor in the commerce of the city. The low rates of this water line serve to prevent excessive charges on all rail routes from the east. The opening of the Minneapolis, St. Paul & Sault Ste Marie railroad was another safeguard against combinations of an unfavorable character. This route, locally known as the "Soo," forms, in connection with the Canadian Pacific, a short line to tide water at Montreal and a direct route to Portland and Boston. Its efficiency as a safety valve in railroad problems, al-

ways complicated by the jealous influence of Chicago, is obvious. The principal articles received in Minneapolis are wheat and other grains, general merchandise, coal, building stone and machinery; the larger items of shipment are flour, lumber, machinery and general merchandise. The aggregate amount of receipts and shipments for last year of the leading articles of commerce will serve to convey an idea of the magnitude of the commercial transactions of Minneapolis.

	Receipts.	Shipments.
Wheat, bu..	87,961,630	14,763,490
Flour, bbls..	196,732	13,957,798
Mdse., lbs..	588,157,907	620,742,953
Mach'ry, lbs	129,729,080	108,501,902
Lumbr., ft..	95,160,000	493,140,000
Live stk, hd.	24,350	25,150
Sund'rs, lbs.	242,280,000	135,330,000
Fruit, lbs...	98,620,113	39,240,716
Car lots...	246,271	242,037
(See "Grain Trade," "Jobbing Trade," "Manufactures," "Elevators," etc.)		

**Commercial Club.**—The Commercial Club of Minneapolis is an organization of business and professional men having as its object "the social and literary culture of its members and the promotion of the welfare of the city of Minneapolis." The first of these purposes is attained through the maintenance of well appointed club rooms and all the concomitants of a first-class club. And it is believed that the second purpose—the promotion of the welfare of Minneapolis—is to be best realized through the success of the first; in other words that a strong club of active loyal men who know each other well and can work together for any purpose is one of the best possible factors in the prosperity of the city. It is the aim of the club to maintain a strong and successful organization, keeping its rooms and appointments up to a high

standard, and to take such part in public affairs as may seem desirable, using its influence in a conservative but, when necessary, powerful way.

The club is managed by a board of twenty directors, a house committee and the usual officers, while public matters are considered by a committee on public affairs. The club was organized in 1893 and reorganized in 1899. It now has about 600 members and is in a very flourishing condition. The annual dues are \$25 and the initiation fee \$20. Any man of good standing is eligible but must be proposed by two members of the club and the proposal duly considered by the proper committee.

From its inception to the present time the Commercial Club has occupied quarters in the Kasota Bldg., at 4th St. and Hennepin Av. During 1900 new rooms are being fitted up on the ninth floor of the Andrus Bldg., at 5th and Nicollet and will be occupied late in the year. In its new home the club will have every club convenience and necessity—parlors, dining rooms, kitchen, billiard rooms, card rooms, an assembly hall, reading and smoking rooms, chess rooms, ladies parlors and private dining rooms, lavatories—in fact everything incident to the comfort and convenience of members. Most of these appointments upon a smaller scale are found in the present quarters in the Kasota Bldg.

The officers of the club for the current year are:

President, S. H. Hall, vice-president, E. C. Best; 2nd vice-president, H. S. Gregg; treasurer, H. L. Jenkins; secretary, J. C. O'Gorman; directors, A. W. Armitage, Hon. James Gray, E. J. Phelps, W. L. Harris, H. L. Jenkins, Walter Gregory, Judge W A. Kerr, L. L. Longbrake, G. A.



**A Glimpse of the Andrus Building.**

FIFTH ST. AND NICOLLET AVE.

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CLUB.**

THE COMMERCIAL CLUB WILL OCCUPY THE ENTIRE  
NINTH FLOOR OF THIS BUILDING.  
(SEE PAGE 24.)

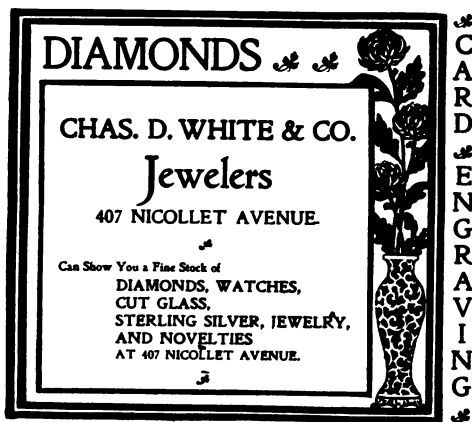


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**Deaurigneaud, F. R. Sallsbury, J. Kauffman, H. A. Outcault, J. S. McLain, H. S. Gregg, A. W. Hoppock, S. H. Hall, F. C. Campbell, E. C. Best, H. L. Graves, C. W. Gardner;** house committee, C. W. Gardner, E. C. Best, H. S. Gregg; committee on public affairs, W. L. Harris, chairman. There are numerous other committees which look after the various departments of the club.

**Commission Merchants.**—The produce commission merchants are mostly in the vicinity of 6th St. and 2nd Av. N. Grain commission men are nearly all to be found in the Chamber of Commerce Bldg. or the Corn or Flour Exchanges, opposite.

**Comptroller.** (See "Government" and "Finances.")

**Concerts.**—In the development of musical taste Minneapolis has made quite as rapid progress as in more material matters. This development has been accelerated by the infusion within a few years of a large cultivated class which has joined with similar elements already resident here, in encouraging the best in musical art. During the autumn, winter and spring fortnightly concerts are given on Sunday afternoons by Danz' Orchestra, one of the finest organizations of its kind in the West, which also appears frequently on other occasions. The faculty and pupils of the Northwestern Conservatory of Music give numerous recitals. The Ladies' Thursday Musicales is most efficient in promoting concerts of the highest class and the work of the Apollo club, Philharmonic club, and other choral and instrumental organizations has added much to the sum of musical enjoyment each season. Piano and vocal concerts by

other local musicians are announced from time to time. (See "Musical Societies.")

**Conduits.** (See "Electric Conduits.")

**Congregational Churches.** — During its forty years of existence in Minneapolis, Congregationalism has obtained a strong foothold. It is now one of the largest and strongest of the Protestant denominations. The following includes both churches and missions:

Bethany.—Taylor St. and 26th St. N. E.

Ethel Mission.—1416 S. 2nd St.  
Bethesda Mission.—507 3rd Av. N. E.

Como Avenue.—Cor. 14th Av. S. E. and Como Av.

Drummond Hall.—Cor. 13th Av. N. E. and 2nd St.

Fifth Avenue.—Cor. 5th Ave. S. and 32nd St.

First.—8th Ave. S. E. and 5th St.  
First Scandinavian.—16th Av. and Lake St. S.

Lowry Hill.—Cor. Dupont and Franklin Aves.

Lyndale.—Cor. Aldrich Av. and W. Lake St.

Maple Hill Mission.—Fillmore and Summer Sts.

Mizpah.—Hopkins.  
Northtown Mission.—Northern Pacific Junction, N. E.

Oak Park.—Cor. James and 6th Av. N.

Olivet Mission.—Penn and Crystal Lake Aves.

Open Door.—Cor. 13th Av. N. E. and Jefferson St.

Park Avenue.—Cor. Park and E. Franklin Aves.

Parker.—Robbinsdale.  
Pilgrim.—Cor. 14th Av. N. and N. Lyndale Av.

Plymouth.—Cor. 8th St. and Nicollet Av.

Silver Lake.—Cor. 32nd Av. N. and Fremont Av.

Thirty-eighth St.—38th St. near 4th Av. S.

Union.—Excelsior Av. W. of Lake Calhoun.

Vine.—23rd Av. S. near Lake St.  
Vine Church Mission.—2815 28th Av. S.

**Congregational Club, The Minnesota.**—As its name suggests the Congregational Club is an organization of gentlemen connected with the Congregational churches of the state, though chiefly from Minneapolis and St. Paul. Monthly meetings, at which ladies are present, are held, from September till May, alternating between the two cities. A supper usually precedes the evening's discussion of some timely topic. The membership is about 200, and Edward F. Waite, 413-414 New York Life Bldg., Minneapolis, is secretary. The annual meeting occurs in May.

**Conservatory of Music, The Northwestern.**—The Northwestern Conservatory of Music, established in 1885, is one of the most successful institutions of its class, several hundred students being enrolled annually. In addition to instruction upon all musical instruments, voice, elocution, etc., the conservatory offers special advantages, such as lectures, recitals and concerts. The present year, enlarged quarters have been secured in the new Metropolitan Bldg., 41-43 S. 6th St., where artistic appointments and the atmosphere of a musical center, form an ideal home. There are four terms beginning about September 1, November 15, February 1 and April 15.

**Conventions.**—Minneapolis has entertained with success many great national gatherings, notably the Christian Endeavor convention of 1891, the National republican convention of 1892, the G. A. R. national encampment, and a number of the largest denominational conventions. The city is amply supplied with halls, hotels and transportation facilities and its hospitalities are proverbial. (See "Hotels.")

**Cooperage.**—An annual output of about fourteen millions of barrels of flour calls for the manufacture of an immense number of barrels, notwithstanding the fact that much of the flour is packed in bags. The demand for cooperage is supplied by about half a dozen shops, most of them conducted on the co-operative plan. (See "Co-operation.") About 400 men find employment in this business. The shops are mostly to be found in south Minneapolis near the railroad tracks, and within easy hauling distance of the mills.

**Co-operation.**—Co-operation commenced in Minneapolis in 1874 with the organization of the "Co-operative Barrel Manufacturing Company." The tremendous development of the flour milling industry afforded a market for an ever increasing number of barrels and certain journeymen coopers saw an opportunity for bettering their condition by applying the principles of co-operation. The scheme was entirely successful. As a consequence some eight or ten co-operative shops have since been organized, at least half a dozen being still in existence. The general principle of organization is equal shareholding in the capital stock and apportionment of profits in proportion to work done. Initial payments on stock and weekly assessments thereafter accumulated the capital. The system has prospered phenomenally. Through periods of business activity, the coopers (having disposed of "bosses" and middlemen) accumulated profits rapidly and were enabled to secure some real estate and commodious shops fitted with proper machinery. In hard times they have been able to earn fair wages when the unorganized journeymen were out of work.

The co-operative shops have net assets aggregating approximately \$150,000, while many of the members have secured homes of their own.

**Corn Exchange.**—An office building on 3rd St. and 4th Av. S., directly opposite the Chamber of Commerce, and chiefly occupied by commission firms. It is five stories high and of red pressed brick.

**Council.** (See "Government" and City Officials.)

**County Commissioners.**—Meet at the court house on the first Monday in each month at 10 a. m.

**County Officers.**—All county offices are in the court house. The incumbents whose terms expire Jan. 1, 1901, are as follows:

**Auditor,** C. J. Minor.

**Treasurer,** A. W. Hastings.

**Attorney.**—Louis A. Reed.

**Judge of Probate.**—F. C. Harvey.

**Sheriff.**—Phillip T. Megaarden.

**Register of Deeds.**—David G. Gorham.

**Clerk of District Court.**—C. N. Dickey.

**Superintendent of Schools.**—D. C. McKenzie.

**Surveyor.**—George W. Cooley.

**Coroner.**—Henry S. Nelson.

**County Physician.**—A. J. Golden.

**Commissioners.**—Edward J. Conroy, J. B. Ryberg, Charles Wilkins, Edward P. Sweet, Edward E. Egan.

**Court House and City Hall.**—The public business of Hennepin county and the city of Minneapolis is to be concentrated in one building known as the Court House and City Hall. As the county side of the building has been completed and occupied for several years the structure is commonly called the "court house" and will probably retain that name after the city occupies its quarters which will be during the year 1900. The court house occupies the entire block bounded by 3rd and 4th

Aves. S. and 4th and 5th Sts. It is 300 feet square, surrounds an open court 130 feet square, is five stories in height and is surmounted by a tower which rises to the height of 400 feet above the pavement, measuring to the tip of the flagstaff. This tower is 50 feet square and like the rest of the building is constructed of red Ortonville granite. At the apex of the tower roof is an observatory which is 335 feet above the street and which offers the best view point in the city. It may be reached by a long climb up hundreds of stairs. Permits should be secured from the custodian of the building. A hundred feet below the observatory is the clock which is 231 feet above the street. Its four dials are 23 feet and four inches in diameter and were when built, the largest in the world.

The court house is finished in simple but handsome style. Quarter sawed oak is used throughout the offices and court rooms and in the hallways there is marble wainscoting and tiled and mosaic floors. The building is thoroughly fireproof; in the construction of the interior only steel and iron, brick and hollow tile are used.

In the county half of the building, which is on the 4th Av. side are the offices of the sheriff, county treasurer, auditor, clerk, county commissioners and the various officers connected with the courts—district and probate. The city school board, park commissioners and the municipal court are also quartered temporarily in this part of the building.

The entire building when finished will cost about \$3,000,000. Long & Kees were the architects.

(See "District Court," "Probate Court," "County Officers," "City Hall," etc.)

**Courts.** (See "District," "Municipal" and "Probate.")

**Crystal Lake Township.**—Adjoining the city on the northwest. Takes its name from a pretty lake near the city limits.

**Cycle Paths.** (See "Bicycling.")

**Debt.** (See "Finances.")

**Dentistry, College of.** (See "University.")

**Depots.** (See "Railway Stations.")

**Design, School of.** (See "University.")

**Dime Museum.**—The Dime Museum, at the corner of Washington Av. and 1st Av. S., contains the usual assortment of curiosities, specimens and "freaks," and provides in addition, theatrical productions of a light order.

**Dispensaries.** (See "Hospitals and Dispensaries.")

**Distances in Minneapolis and Vicinity.**—The city is one of "magnificent distances." It is ten miles long by six miles broad, and its population is pretty thoroughly distributed over its 54 square miles. Following are the distances from the intersection of Washington and Hennepin Aves. to various points about the city:

To Public Library, 8 blocks; to Central Park, 1 mile; to Exposition,  $\frac{1}{4}$  mile; to Court House,  $\frac{1}{2}$  mile; to milling district, 2-3 mile; to University, 2 miles; to Cedar Av. and Washington,  $1\frac{1}{4}$  miles; to Grant St. and Nicollet Av., 1 mile; to Plymouth Av. and N. Washington Av., 1 mile; to 20th Av. N. and Washington,  $1\frac{1}{2}$  miles; to Franklin Av. and

Hennepin,  $1\frac{1}{4}$  miles; to Franklin and Nicollet,  $1\frac{1}{2}$  miles; to Franklin and 16th Av. S., 2 miles; to Lake St. and Hennepin 3 miles; to Lake St. and Nicollet Av.,  $2\frac{1}{2}$  miles; to Lake St. and Bloomington Av., 3 miles; to Lake Calhoun,  $3\frac{1}{2}$  miles; to Lake Harriet  $4\frac{1}{2}$  miles; to Lakewood Cemetery,  $3\frac{1}{2}$  miles; to Washburn Park, 5 miles; to Minnehaha Falls and Park, 6 miles; to Fort Snelling,  $7\frac{1}{2}$  miles; to New Boston,  $2\frac{1}{2}$  miles; to Stock Yards, 7 miles; to St. Paul, 10 miles; to Lake Minnetonka, (via railroad) at Wayzata, 14 miles, at Excelsior 18 miles, at Minnetonka Beach, 20 miles.

In estimating distances, count 13 ordinary blocks to the mile. South of 24th St. the blocks from north to south are much longer, running just 8 to the mile. Thus from 24th to 32nd Sts. is just a mile.

**Distances to Other Cities.**—Following are the distances by rail from Minneapolis to the principal cities of the United States and Canada, and the larger towns and resorts in the Northwest:

	Miles.
Aberdeen, S. D.	288
Albany, N. Y.	1,254
Albert Lea, Minn.	108
Ashland, Wis.	194
Atlanta, Ga.	1,213
Baltimore, Md.	1,273
Bismarck, N. D.	460
Boston, Mass.	1,456
Brainerd, Minn.	127
Buffalo, N. Y.	956
Butte City, Mont.	1,247
Chattanooga, Tenn.	1,061
Chicago, Ill.	420
Chippewa Falls, Wis.	114
Cincinnati, Ohio.	726
Cleveland, Ohio.	777
Crookston, Minn.	287
Denver, Col.	928
Des Moines, Iowa.	298
Detroit, Mich.	705
Detroit, Minn.	219
Dubuque, Iowa.	258
Duluth, Minn.	150

	Miles
Eau Claire, Wis.....	98
Fargo, N. D.....	231
Faribault, Minn.....	56
Fergus Falls, Minn.....	175
Gladstone, Mich.....	343
Grand Forks, N. D.....	309
Glenwood, Minn.....	120
Great Falls, Mont.....	1,062
Helena, Mont.....	1,144
Indianapolis, Ind.....	603
Jacksonville, Fla.....	1,565
Kansas City, Mo.....	552
La Crosse, Wis.....	141
Larimore, N. D.....	333
Lincoln, Neb.....	452
Livingston, Mont.....	1,021
Louisville, Ky.....	743
Mackinac, Mich.....	476
Madison, Wis.....	281
Mankato, Minn.....	75
Milwaukee, Wis.....	335
Minnetonka—	
Excelsior .....	18
Wayzata .....	14
Montreal, Can.....	1,120
Nashville, Tenn.....	928
New Orleans, La.....	1,335
New York .....	1,332
Northfield, Minn.....	42
Ogden, Utah.....	1,391
Omaha, Neb.....	359
Oshkosh, Wis.....	298
Philadelphia, Pa.....	1,242
Pierre, S. D.....	414
Pittsburg, Pa.....	888
Portland, Oregon.....	1,902
Quebec, Can.....	1,368
Red Wing, Minn.....	51
Rochester, Minn.....	100
Rochester, N. Y.....	1,026
Salt Lake City, Utah.....	1,428
San Francisco, Cal.....	2,224
Sauk Center, Minn.....	106
Sault Ste Marie, Mich.....	494
Seattle, Washington.....	1,971
Sioux City, Iowa.....	259
Sioux Falls, S. D.....	230
Spokane Falls, Wash.....	1,526
St. Cloud, Minn.....	64
St. Joseph, Mo.....	484
St. Louis, Mo.....	581
St. Paul, Minn.....	10
St. Peter, Minn.....	64
Stillwater, Minn.....	30
Tacoma, Wash.....	1,930
Toronto, Can.....	1,000
Tower, Minn.....	246
Washington, D. C.....	1,233
Watertown, S. D.....	222
Waukesha, Wis.....	374
White Bear, Minn.....	15
Winnipeg, Manitoba.....	443
Winona, Minn.....	113
Yankton, S. D.....	300

**District Court.**—The district court of Hennepin county is a court of record of general jurisdiction. Its judges act as the district court in each county throughout the fourth judicial district, composed of Hennepin, Anoka, Wright and Isanti counties. Each county has a clerk of its own who keeps a separate office at the county seat of his county. There are six judges and each judge is elected for the term of six years. Each judge sits as a separate court, and each judge has full and equal powers; but all process is attested in the name of the senior judge—the one longest on the bench. The principal part of the business is in Hennepin county where all of the judges reside. The actual territorial jurisdiction of the court is the county; but the statutes give the right to serve summons and to have certain jurisdictional powers throughout the state. Three terms are held in Hennepin county; the April term commencing the first Tuesday in April, the September term commencing the second Tuesday in September, and the December term commencing the first Tuesday in December. Appeals are taken from justices courts to the district court, and from the district court directly to the supreme court—the court of final resort. The present incumbents of the Hennepin county bench are, Judges Charles B. Elliott, David F. Simpson, John F. McGee, Alexander M. Harrison, Chas. M. Pond and Frank C. Brooks. (See "Court House.")

**District Telegraph.** (See "Messenger Service.")

**Dogs.**—There are about 6,500 dogs in Minneapolis—that is, there are about that many which have been regularly licensed to exist under the

city ordinances. Owners of valuable or pet dogs should see that the license fees are paid each year and the tags kept attached to the animals by a collar (and replaced if lost) or otherwise they are liable to seizure and execution by the "dog catcher." Maintaining a vicious dog is punishable by fine.

**Drainage.** (See "Topography" and "Sewers.")

**Drives.**—A more lovely vicinity for driving could hardly be imagined. The streets of the city are broad and smooth and abound in beautiful shade trees and handsome houses and grounds. Leaving the more thickly settled portion of the city, one can follow the parkway system for miles about the shores of charming lakes or picturesque water courses. Still further out—beyond the city limits—is a magnificently rolling farming country, dotted with blue lakes and interspersed with natural forest. For miles around the city the roads are uniformly good. The sandy character of the soil prevents their ever becoming seriously muddy. There are no toll roads or toll bridges. The absence of steep or high hills makes light the wear and tear upon horse flesh, and removes one element of danger in the pleasant pastime. The vicinity is a paradise for those who enjoy driving. It is scarcely a wonder that the number of private equipages and fine horses in Minneapolis is very large in proportion to the population.

Strangers can secure hacks or carriages with careful drivers by applying at their hotel offices or at any of the public hack stands or central livery stables. (See "Horses and Carriages," "Livery," "Hack Fares," etc.) The following drives are sug-

gested for the use of both strangers and residents. Some of the latter could not better spend a few hours occasionally than in improving their knowledge of the suburban beauties of the city. It is assumed in the following drives that the stranger is starting from one of the leading hotels in the central part of town. Residents will know how to make proper allowance for different starting points.

**A Rapid View of the City.**—Up Hennepin Av. to 10th St., passing West Hotel, Masonic Temple, and Lyceum Theatre; on 10th St. to Harmon Place, passing the Public Library and First Baptist Church; on Harmon Place past Central Park and Judge M. B. Koon's residence to Oak Grove St. and Hennepin Av. in sight of Thomas Lowry's residence; through Oak Grove to Vine Place; on Vine Place to Franklin Av.; on Franklin to Stevens; on Stevens to 24th, passing residences of Sen. W. D. Washburn and the late Chas. A. Pillsbury; on 24th St. to Park Av.; on Park Av. to 10th St.; on 10th to Nicollet; on Nicollet to 3rd St. and thence to hotel. This drive, allowing a pause at points of interest, will occupy about an hour. Forty minutes more will admit of a visit to the State University, via the steel arch bridge and S. E. 5th St. and returning via University Av. and the 10th Av. S. bridge, obtaining a view of St. Anthony Falls, the stone arch railroad bridge and the milling district. Strangers should not fail to take at least this much time to see the city. This and the succeeding drives may, of course, be extended indefinitely by side excursions or stops for the examination of interesting buildings or places.

**A Fairly Comprehensive View.**—Up

Hennepin Av. to 10th, and via Harmon Place to Loring Park, as in short drive; west from Loring Park over Kenwood Parkway to Lake of the Isles; around north and east sides of lake to 27th St.; on 27th to Hennepin Av.; on Hennepin Av. to Clifton Place; through Clifton Place and Clifton Av. to Vine Place; on Vine Place to Franklin; on Franklin to Stevens Av.; on Stevens to 24th St.; on 24th St. to 3rd Av. S.; on 3rd Av. S. to 17th St.; on 17th St. to Portland Av.; on Portland to 27th St.; on 27th to Park Av.; on Park Av. to 10th St., and thence following the route of the first drive, including the University and milling district. This will occupy about three hours, and will give a stranger, who has little time at his disposal, a fairly good idea of Minneapolis.

The best way to see the city is to plan at least five or six drives of a couple of hours each. In this way the sights may be better enjoyed and there is no danger of any one proving wearisome. The following outlines may prove useful:

**The Business Center.**—Hennepin Av. to 7th St.; 7th to Nicollet Av.; on Nicollet to 2nd St.; on 2nd St. to 3rd Av. N.; on 3rd Av. to 3rd St.; on 3rd St. to 6th Av. S.; on 6th to flour milling district; after viewing the canal and mills, on 1st St. to 3rd Av. S.; on 3rd Av. to 2nd St.; on 2nd to Nicollet; across steel arch bridge and Nicollet Island to Main St.; on Main to 5th Av. N. E., past saw mills; returning on Main to 6th Av. S. E., past Pillsbury "A" mill; across 10th Av. bridge to Washington Av.; on Washington to Hennepin. This drive taken slowly will occupy from an hour and a half to two hours. An inside view of Pillsbury "A" flour mill and a big saw mill are pleasant

additions, and as much time as desired can be spent in this way.

**To See Residences.**—Hennepin Av. to 7th St.; to 7th Av. S.; to 8th St.; to Mary Place; to 10th St.; to Park Av.; to 27th St.; to Portland Av.; to 14th St.; to 1st Av. S.; to 17th St.; to 3rd Av. S.; to 24th St.; to Stevens Av.; to 22nd St.; to 2nd Av. S.; to 19th St.; to Ridgwood Av.; to Lyndale Av.; to Clifton Pl. and Clifton Av.; to Vine Place; to Oak Grove; to Hennepin Av.; to Harmon Pl.; to 13th St.; to Linden Av.; to 17th St.; to Laurel Av.; to Hennepin Av., thence to hotel or home. To cover this route will require two hours. It will give a tolerably accurate idea of the residence district of the west side. For the east side see east side drive below.

**A Park and Boulevard Drive.**—From Loring Park over Kenwood Parkway to Lake of the Isles, around the lake to south end and along Calhoun Boulevard past Lake Calhoun to Lake Harriet; around Lake Harriet and return by same route to Mt. Curve Av., and through Mt. Curve Av. over Lowry's Hill to Hennepin Av.; or, from Lake Calhoun Boulevard and 36th St. east to Hennepin, and thence to Loring Park and home. About two hours.

**East Side Drive.**—Across steel arch bridge to Nicollet Island; Island Av. around head of Island to Grove Pl.; through Grove Pl. and Eastman Av.; across east channel to Central Av.; to Prince St.; to exposition building and 1st Av. S. E.; to 4th St.; to 7th Av. S. E.; to 5th St.; to 13th Av. S. E.; to University Av.; through University grounds; returning via University Av. to 6th Av. S. E. and 10th Av. S. bridge. About an hour. May be pleasantly extended to two hours by following drive along river bank



from University to Bridal Veil Falls, and returning to and across Washington Av. bridge.

To Minnehaha Falls.—Via any main avenue,—Portland or Park the best—to Lake St.; to Minnehaha Av.; to falls. Returning same route. About two hours. A slightly shorter but not so pleasant route is south on 4th St. to Cedar Av.; to Minnehaha Av. at 8th and Cedar, and thence to falls. A longer route but more pleasant than either of the others is via Kenwood Parkway to Lake of the Isles, Calhoun and Harriet, leaving Lake Harriet at the southeast side and following Minnehaha Parkway along the banks of Minnehaha creek to the falls.

To Fort Snelling.—Same as to Minnehaha about  $1\frac{1}{2}$  miles beyond the falls. May be varied by returning on east side of river to Lake St. bridge and thence west to any leading avenue.

A Country Drive.—South on Portland Av. to Diamond Lake (about 5 miles) west 1 mile to Lyndale Av.; north across Minnehaha Creek to 3rd Av. S., past Washburn Home and Park to city. About  $1\frac{1}{2}$  hours.

Three Hour Country Drive.—South on Portland Av. to cross road  $1\frac{1}{2}$  miles south of Diamond Lake; west 3 miles past Wood Lake; north 2 miles; west  $\frac{1}{2}$  mile to Edina mills; north and east over choice of roads to Lake Calhoun and city.

To Minnetonka.—West from north end Lake Calhoun through Hopkins to Excelsior. About 20 miles. Will require a good part of a day and a good team.

The above are a very few of the delightful drives about the city and are only intended for the use of those unacquainted with the "lay of the land." They may be varied indefin-

itely and the frequent traveler of the streets and roads will discover new and interesting routes. Until one is acquainted with the outlying country a pocket map will be found useful. (See "Seeing the City," and "Excursions.")

**Dry Goods.**—Nicollet Av. is the great shopping street and all the leading dry goods houses are to be found there. The larger and more prominent establishments are: Wm. Donaldson & Co., Cor. Nicollet Av. and 6th St.; R. S. Goodfellow & Co., 253-257 Nicollet Av.; J. W. Thomas & Co., 500 Nicollet Av.; Minneapolis Dry Goods Co., 501 Nicollet Av.; S. E. Olson Co., 1st Av. S. and 5th St.; and The New Store, Cor. Nicollet Av. and 7th St.

**Eastern District, or East Side.**—That part of the city lying east of the Mississippi river. It includes what was originally the town of St. Anthony and is commonly called "the East Side."

**Education.**—Minneapolis is peculiarly fortunate in possessing exceptional educational facilities. No western city of equal size and few eastern centers have better advantages in this respect. The public school system of Minneapolis has worthily achieved a reputation as the equal of any in the country; its high schools are thorough and well equipped and the state university affords means for higher education in its numerous departments. Besides there are several very creditable private schools for different classes of educational work. All these institutions both public and private are sustained by a cordial public sympathy; the interest in the public school system is especially marked. Altogether



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Minneapolis is a very desirable place of residence for families having children to educate.

This subject is too comprehensive to admit of treatment under one head; the details of matters pertaining to education will be found under such headings as, "Public Schools," "University," "High School," "Private Schools," "Parochial Schools," etc.

**Election Precincts.** (See "Political Divisions.")

**Elections.** — Municipal elections are held upon the same date as those of the state and county—the first Tuesday in November. Nearly all city officials are, under the present laws, to be elected for two years; their terms of office beginning on January 1st following the election. The elections are held every two years; the two terms just filling the period between presidential elections. The Australian or secret ballot system is in use under a state law. Under a new law the plan of direct nominating elections will take the place of the old caucus and convention system in Hennepin county in 1900. (See "Politics" and "Political Divisions.")

**Electric Conduits.**—After several years of agitation the work of putting under ground all electric wires in the center of the city, was commenced in 1888. This was in accordance with a municipal ordinance. There are now over 15 miles of conduit or subway laid in the business portion of the city.

**Electric Lights.**—The city is well supplied with facilities for electric illumination. Two companies furnish arc and incandescent lights as well as electric power to consum-

ers and a number of the larger buildings and manufacturing establishments have private plants. The Minneapolis General Electric Company, 11 S. 4th St., furnishes the electric street lighting by contract with the city. This company has a main generating station at 3rd Av. S. E. and Main St. It is a building 150x166 feet, in which are located boilers, engines and water wheels, which operate the dynamos. This station has an output of 6,000 horse power when working at its maximum. A handsome new office building and battery storage plant is under construction on 5th St. between Nicollet and Hennepin Aves.

The offices of the Minneapolis International Electric Company are in the Lumber Exchange, ground floor, and the plant of the concern is in the Edison Bldg., adjoining. It furnishes both incandescent and arc lights and electric power to consumers.

**Electric Street Railways.** (See "Street Railways.")

**Elevators.**—One thing which impresses the traveler arriving by nearly any of the railroads entering the city, is the number and the vast size of the grain elevators. To form a better idea of their number one must sweep the horizon from the lookout tower of the exposition or some of the high buildings. The elevators rise in every direction as sombre monuments to the commercial enterprise and supremacy of the Flour City. There are nearly two score of these great structures and their combined capacity is about twenty-eight million bushels or about one-third the receipts of wheat alone. Each year sees the number and capacity largely increased. They are usually built of wood faced with iron

on the outside and the complicated machinery is operated by steam power. A visit and examination of their workings is very interesting. The largest is the Union elevator which has a capacity of 2,500,000 bushels. Besides those already mentioned there are a number of elevators connected with the flour mills which have a considerable storage capacity and in addition to the terminal storage room in the city are the systems of elevators and warehouses in the interior, covering all the territory from northern Wisconsin, northern Iowa and Nebraska to the Pacific coast in Oregon and Washington. These systems operate thousands of elevators, with a storage capacity of many millions of bushels. This, with the terminal elevators, gives an enormous storage capacity, controlled and operated by firms connected with and doing business on the floor of the Exchange room of the Chamber of Commerce of Minneapolis. (See "Grain Trade," "Flour and Flour Milling.")

**Elks.**—One of the finest lodge rooms in the country is that of the B. P. O. E. in the building at 6th and Hennepin, diagonally across from the Masonic Temple. The quarters are most sumptuous and worth inspection by any one interested in such matters.

**Elliot Park.**—A four acre lot between 9th and 10th Aves. S. and 8th and 14th Sts. Most of the land was the gift of Dr. Jacob S. Elliot. It contains a small lake and a handsome fountain. (See "Park System.")

**Episcopal Churches.**—Like most of the other leading denominations the Episcopal church in Minneapolis

dates from about 1850. There are now 13 churches and missions as follows:

All Saints.—Clinton Av. between E. 26th and 27th Sts.

Ascension Mission.—2526 E. 26th St.

Christ's.—Pleasant Av. and 32nd St.

Gethsemane.—Cor. 4th Av. S. and 9th St.

Grace.—Cor. 16th Av. S. and 24th St.

Holy Innocents Mission.—Cor. Emerson Av. and 27th Av. N.

Holy Trinity.—Cor. 4th Av. S. E. and 4th St.

Messiah (Swedish).—Blaisdell Av. and 29th St.

Minnehaha Mission.—School house at Minnehaha.

St. Andrew's.—Cor. 12th Av. N. and 6th St.

St. Ansgarius (Swedish).—5th St. and 19th Av. S.

St. Johannis (Scandinavian).—Newton and 5th Aves. N.

St. John's Mission.—Cor. 5th Av. N. and 15th St.

St. Luke's.—Cor. Pleasant Av. and W. 32nd St.

St. Mark's.—Sixth St. between Nicollet and Hennepin Aves.

St. Mathew's.—Cor. 25th Av. N. E. and Fillmore St.

St. Paul's.—Hennepin Av. between 12th and 13th Sts.

**Excelsior.**—A village on the south shore of Lake Minnetonka and about 18 miles from Minneapolis. On the Minneapolis and St. Louis railroad. (See "Minnetonka.")

**Excursions.**—The number of excursions which may be made from Minneapolis is almost without limit. Few inland cities have so many attractions and agreeable resorts within easy reach. The city is surrounded by lakes; there are over 200 within a radius of twenty-five miles, and perhaps a score within the city limits. The environs are picturesque. Among the lakes, bluffs and falls the city park system has been entwined and the development of the electrical

street railway system has made nearly every part of this beautiful outlying region accessible. For all sorts of short excursions in and about the city the electric cars offer the quickest and simplest means of transportation. They not only reach, the famed Minnehaha Falls, the chain of beautiful lakes along the southwestern border of the city, the university, fair grounds and interurban district, but now reach out beyond St. Paul and extend to White Bear Lake, and Stillwater on the eastern border of the state. The number of pleasant excursions of from one hour to a day which may be made on the electric lines is almost without limit. A few are outlined below as suggestions. They may be varied—lengthened or shortened—to suit the convenience or pleasure of the excursionist. The time given is that from the business center and allows for a short stop-over at the objective point. If a longer stay is desired it should be taken into account when planning the trip. The fare is for the round trip.

1.—Lakes Calhoun and Harriet.—Como Interurban Harriet electric cars west bound, past Loring Park, Thomas Lowry's residence, Lowry Hill, Sunnyside, Lake Calhoun, Lakewood Cemetery to Lake Harriet pavilion. Time, one hour. Concerts at Lake Harriet every afternoon and evening during the summer. Fare, 10c.

2.—Minnehaha Falls.—Minnehaha electric car any point on 6th St. loop, via Minnehaha Av. to Park and Falls. Time, 1½ hours. This allows for a few minutes view of the Falls. It is worth ones while to take an extra hour for a ramble down the charming glen below the Falls and to look at the Soldiers' Home build-

ings and the Mississippi river gorge. Fare 10c.

3.—Washburn Park. — Camden Place and Washburn Park line on Washington Av. or 1st Av. S. to Washburn Park at 51st St. The Washburn Home and grounds, the view from the hills, and the Minnehaha Parkway and Creek, crossed by a long viaduct, are attractions. Time, 1½ hours. Fare, 10c.

4.—Reservoir.—The highest ground in the vicinity of Minneapolis is the hill on which stands the reservoir, just outside the limits northeast of the city. Eighth and Central line going east on Hennepin Av., transferring to extension. From the end of the line a three-quarters mile walk brings one to the reservoir. Time, 2 hours. Fare, 10c.

5.—Como Park.—Como is St. Paul's most beautiful park. Como Interurban Harriet line going east on Hennepin, past exposition building, state university, St. Anthony Park, the state agricultural college and experiment station, the state fair grounds, to Como. Time, 1½ hours. Fare, 20c.

6.—St. Paul (To Summit Av.)—Como Interurban Harriet line through Como Park as in No. 5 remaining on car and entering St. Paul on Como Av. At Fifth and Wabasha Sts. transfer to the Selby line, walk one block south and take Selby Av. car to Summit Av. (top of hill), walk out Summit Av. to Dale St., thence north on Dale St. to Selby Av., take Merriam Park car (west bound) to Prior and University, change to Interurban car going west, to Minneapolis. Time, 3 hours. Fare, 25c.

7.—St. Paul (To See Fort Snelling and Indian Mounds.)—Same as No. 6 to 7th and Wabasha Sts., St. Paul. Transfer to Fort Snelling car, west

bound. Return from Fort Snelling to 7th and Wabasha, transfer to Maria Av. car, east bound, and ride to end of line at Indian Mounds and State Fish Hatchery. Return via same to 7th and Robert Sts., St. Paul; transfer to Interurban car for Minneapolis. Time  $4\frac{1}{2}$  hours. Fare 25c.

8.—White Bear Lake.—Interurban line (either one) to 7th and Wabasha Sts., St. Paul, transfer to White Bear and Stillwater cars to Wildwood, on White Bear Lake, 12 miles northeast of St. Paul. Time, 4 hours. Fare, 40c.

9.—Stillwater.—Same as No. 8, passing Wildwood and going through to Stillwater. Time on cars 4 hours. If the state prison at Stillwater is visited, at least three hours should be allowed for the stop in the city. Fare, 70c.

All the foregoing excursions may be made upon electric lines. Many others may be planned; these are merely suggestions regarding the most interesting points. A complete list of the Minneapolis electric lines may be found under the heading "Street Railways," accompanied by a map of the dual city system.

For excursions by carriage or on horseback see the subject "Drives" and for wheeling see "Bicycling."

The railroads running out of the city offer scores of pleasant trips varying from a half-day excursion to a transcontinental journey. When half a day or more is to be spent Lake Minnetonka offers a choice of several excursions via the trains of the Great Northern, Minneapolis & St. Louis or Chicago, Milwaukee & St. Paul railways and the lake steamers. (See "Minnetonka.") For these and all rail excursions mentioned it is well to consult the railroad time cards as they are subject to frequent

change. The Dalles of the St. Croix river may be visited in a day's trip and Duluth, Ashland and other Lake Superior points are to be seen in excursions of two or more days duration according to the taste and time of the visitor. West and northwest of Minneapolis lies the famous Park Region of Minnesota abounding in lakes and dotted with villages and tourist's hotels. Detailed information of the resources of this region are obtainable from the Great Northern, Northern Pacific and Minneapolis, St. Paul & Sault Ste Marie railroads which penetrate it. The last mentioned road on its eastern division reaches numerous hunting and fishing resorts of Northern Wisconsin and Michigan, all within a few hours ride of Minneapolis.

**Experiment Station, Agricultural.** (See "University.")

**Exports and Imports.** (See "Commerce.")

**Exposition.** — The exposition building stands upon high ground on the east bank of the Mississippi river, overlooking the Falls and milling district. It was erected in 1886 at a cost of \$325,000 and was used annually for about ten years as an exposition. In 1892 the interior was remodelled and the republican national convention of that year was held in the large hall then provided. The auditorium will seat about 7,500 people and is used for conventions, political gatherings and concerts. It is one of the largest buildings of its kind in the world, the dimensions being as follows: Main St. (or river) front, 360 feet; 1st Av. side 340 feet; Ortmann St. front, 360 feet; Bank St., 340 feet. The height from the ground to the main cornice is 80

feet, to top of main tower, 240 feet. The three floors comprise over seven acres of floor space. The exposition building may be reached by any electric line crossing the river to the east side.

**Express Charges.**—Rates for expressage and parcel delivery are regulated by city ordinance. The section applying to this subject is as follows:

Loads not exceeding 200 pounds within one-half mile, 25c.

Loads not exceeding 500 pounds weight 50c. When the distance exceeds one mile, 25c for each additional mile.

Over 500 pounds, 50c for every additional 500 pounds or fraction thereof.

For hauling household furniture, \$1 per hour, with one or two horse trucks.

These prices are not adhered to by parcel delivery companies or Expressmen but any charge in excess is extortionate. The usual rate with the package delivery companies, for delivery of an ordinary sized trunk or smaller package within a mile and a half is 25c. Owners of single express wagons will want more and the omnibus company usually charges 50c for a trunk. (See "Express Wagons," and "Parcel Express Companies.")

**Express Companies.**—The express companies doing business over the various railroads entering the city have their offices on or near Hennepin Av. in the business center as follows: Adams, 256 Hennepin Av.; American, 243 Hen. Av.; Great Northern, 254 Hen. Av.; National, 11 S. 5th St.; Northern Pacific, 11 S. 5th St.; United States, 248-50 Hen. Av.; Wells, Fargo & Co., 322

Hen. Av.; Western, 248-50 Hen. Av.

**Express Wagons.**—The charges for miscellaneous hauling made by drivers of express wagons vary largely. Always make a bargain before the load is hauled. Following are the regular stands where express wagons may be found:

Northwest side of Washington Av. from 4th Av. S. to 5th Av. S.

North side of Washington Av. from 5th Av. S. to 7th Av. S.

Both sides of High St. from 1st Av. S. to 2nd Av. S.

Southeast side of 1st Av. N. from 1st St. to 2nd St.

South side of Main St. 100 ft. east of Central Av. to 1st Av. S. E.

West side of 10th Av. N. between Washington Av. and 2nd St.

Triangle at the intersection of Washington and Cedar Aves.

Northeast side of 2d St. from 1st Av. N. to 2nd Av. N.

Third St. and 1st Av. N.  
(See "Express Charges.")

**Fair Oaks.**—The name of Senator W. D. Washburn's residence. It occupies the block bounded by Stevens Av., 3rd Av. S. and 22nd and 24th Sts. The grounds are handsomely laid out, with a variety of ornamental trees and shrubbery; an artificial lake; greenhouses and stables. The mansion is built of pink Kasota stone and though simple in architectural outline presents an imposing appearance. It is magnificently furnished and superbly finished throughout. The value of the property approximates half a million dollars. It is the finest residence in the city. (Wash. Pk. and Camden Pl., or 20th and Hennepin electric lines.)

**Fairs.**—Hennepin county fairs have long since been discontinued. The Minnesota State fair is held annually for one week in September at the grounds near Hamline, midway between Minneapolis and St. Paul. The Como Harriet Interurban electric



line runs past the grounds, and it is very convenient for fair visitors to stop in Minneapolis and thus be in easy reach of the fair, and the other sights of the Flour City.

(See "State Fair.")

**Farview Park.**—Farview Park is rich in the possession of natural advantages. It lies between 26th and 29th Aves. N., and Lyndale and 4th St. The contour of the park is rolling, and it is diversified with groves and lawns of much beauty. On the highest point near the center of the park is a stone observatory 30 feet high and of artistic design. The outlook from the summit is very fine. (Wash. Pk, and Camden Pl. electric line.) (See "Park System.")

**Finances.** — During the city's years of corporate existence, the finances of Minneapolis have been on the whole economically and prudently managed. Occasional errors in judgment and extravagance in certain lines of outlay, there have been, but the city has never fallen into the hands of a "ring" originated for the purpose of robbing the taxpayers and enriching rascally officials. Perhaps the most potent factor in the financial management of the city was the early establishment of charter provisions prohibiting the incurring of floating indebtedness and limiting the bonded indebtedness to five per cent of the assessed valuation. This was the solid foundation of Minneapolis finance. Another important provision is that of the sinking fund created by an authorized tax of one mill annually, which amply provides for the payment of all bonds as they come due.

The assessed valuation of the city is \$106,729,265 and the bonded debt is now \$8,415,000, or less the amount

in the sinking fund, \$6,678,682. The expenditures for 1899 were \$3,700,974. Minneapolis bonds always command a premium upon issue. (See "Government.")

**Fine Arts, Society of.** (See "Minneapolis Soc. of Fine Arts".)

**Fire Department.**—The fire department comprises 306 men and about 150 horses, 23 steam engines, 20 hose wagons, 11 chemicals, 7 hook and ladder trucks, one water-tower, 1 supply wagon. There are 230 fire alarm boxes, a large number in the central part of the city being keyless boxes. The headquarters of the department are at the engine house at the corner of 2nd St. and 3rd Av. N. There is a repair and machine shop in connection with the department, built on land adjoining station H, corner of 12th St. and 3rd Av. S. Here all repairs to the apparatus are done by a daily detail from each engine company in the city. The value of the fire department property is over \$500,000.

**Fire Escapes.**—A state law provides for the erection of fire escapes on all buildings of three stories or more, of a public nature or which are occupied at any time by a number of people either as employees, residents or guests. The provisions are clear and are enforced by the building inspector. In addition, the city council is authorized to order special fire escapes on any class of buildings which are deemed especially liable to fire or which are occupied in such a way as to cause special danger to human life in case of fire.

**Fire Insurance.**—Rates of insurance are not excessive in Minneapolis owing to competition, low fire losses, a good fire department, the

extension of water mains and an adequate supply. Dwelling house rates range up from 25c per \$100 according to exposure and risk. Fifty cents might be a fair average. Rates on business buildings and merchandise vary too much to approximate maximum or minimum limits. The growth of the insurance business has been quite in keeping with the expansion of the city's interests. The amount of premiums paid in 1899 was \$1,188,443.

**Fire Limits.**—Within prescribed limits surrounding the business center the construction or extensive repair of frame buildings is prohibited. This arrangement tends to build up the center of the city in a most substantial manner and materially lessens the danger from fire.

**First Congregational Church.**—This title belongs to the organization whose handsome structure stands at the corner of 5th St. and 8th Av. S. E., not only because the first church of the denomination organized in the city, but also the first in the state. The church was formed Nov. 16, 1851. It has had three houses of worship; the first one still stands; the second was burned May 2, 1886; the present edifice was erected at a cost of \$76,000 and was dedicated March 4, 1888. The building is a model church home in every way. (Como Interurban Harriet or Oak and Kenwood electric lines.)

**First Baptist Church.**—The largest church of the denomination in the Northwest and one of the most prominent in the country. Its building at the corner of 10th St. and Harmon Pl. is conspicuous for its beauty of architecture and magnificence of interior fitting and decoration. The

church was organized in 1853 and originally occupied a chapel at 3rd St. and Nicollet Av., now the heart of the business center.

**First Unitarian Church.**—The building at 8th St. and Mary Pl. occupied by the first Unitarian Church is one of the most unique specimens of church architecture in the city. Within the building is as beautiful as upon the outside. Rev. H. M. Simmons is pastor.

**Fishing.**—The lakes in the immediate vicinity of Minneapolis afford rather indifferent fishing though a good string may sometimes be taken from lakes within the city limits. There is good fishing in the more secluded parts of Lake Minnetonka and on smaller lakes at distances of from 15 to 25 miles from the city. The black bass is the best game fish. Pickerel and croppies are next in interest, though catching them is far less exciting. A good days sport may be had at Minnetonka or White Bear or at Lake Pulaski near Buffalo on the "Soo" line. For more extensive trips the railroad ticket offices should be consulted for information. The game laws prohibit fishing in Hennepin county before June 1, and after December 1. In most of the counties the season opens May 1.

**Flats, The.** (See "West Side Flats.")

**Flats.** (See "Apartment Houses.")

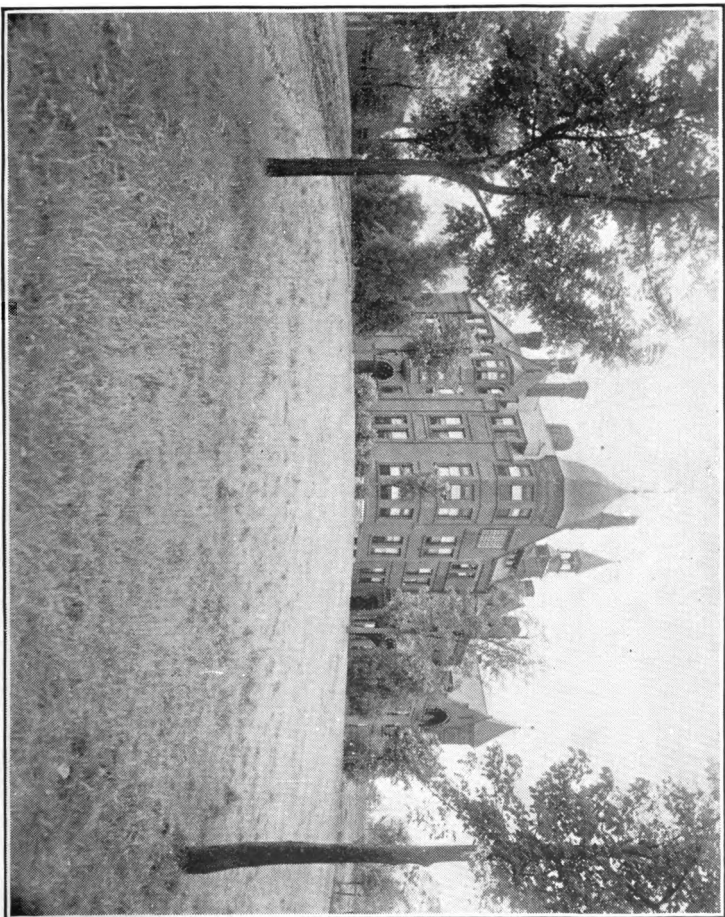
**Florists.**—The most extensive greenhouses in the city are those of R. J. Mendenhall at 1st Av. S. and 18th St. Leading down town stores are: Mendenhall, 37 S. 6th St.; Nagel, 824 Nicollet; Smith Floral Co., 520 Nicollet; Swanson, 618 Nicollet.

**Flour and Flour Mills.**—Probably the strongest influence in giving Minneapolis a world wide fame has been her flour manufacturing industry. Minneapolis flour is known in corners of the globe where definite knowledge of any characteristic, or feature or condition of the town, except that it produces good flour, is altogether lacking. It is for this reason, if for no other, that Minneapolis finds the title of the Flour City particularly appropriate. Flour milling has always been the city's chief industry. The unparalleled water power of St. Anthony's falls, together with the city's geographical position, have developed this industry from a clumsy mill of a few barrels capacity to a group of a score of great modern mills having a daily capacity of over 75,000 barrels; and making Minneapolis the largest flour manufacturing city in the world. For the five years ending with 1899 the annual output exceeded 10,000,000 barrels. The influence of this enormous manufacturing business upon the general mercantile and commercial interests of the city has been profound. It has been the nucleus about which the other manufacturing and jobbing interests have centered. It has developed Minneapolis into a leading grain market of the country and the greatest primary wheat market in the world. Millions of dollars of capital have been attracted to the city to engage either in milling or grain dealing. Thousands of people are employed either directly or indirectly, in transacting business created by the milling industry. Railroads have been built to transport the manufactured product. The flour mills are clustered about the Falls of St. Anthony, all but three being on the west bank of the river and about

six blocks from the business center. They are nearly all built of the lime stone which lies in vast ledges under the city. Architectural beauty has generally been subordinated to utility and substantial qualities, though the famous Pillsbury "A" mill—the largest in the world—makes some pretensions towards outward symmetry and beauty. This mill is on the eastern bank of the river and is served by a separate water power from those upon the west side. (See "Water Power.") Nearly all the mills are now provided with steam power for use during low water or when repairs of the canals or sluice ways make it necessary to shut off the supply. The west side milling district is an interesting locality and will well repay a visit. The mills stand on either side of 1st St. which is floored or bridged to cover the canal which supplies the various mills with power. Railroad tracks on high trestles, bring the wheat to the very doors of the mills, (the tracks run into the Washburn "A" mill) and the sacked or barreled flour is loaded upon the cars with equal ease. A tour through one of the mills will trace the wheat

**The celebrated Perry pictures** and Perry mounts each at one cent may be obtained at The Beard Art & Stationery Co.'s, 624 Nicollet Ave., Minneapolis.

through all its processes until it emerges as the finest of white flour. Pillsbury "A" mill is regarded as the best to visit on account of its arrangement. Permits may be obtained at the office in the Guaranty Loan Building or at the mills. All the mills are fitted with the latest modern roller process machinery, competition keeping all fairly abreast of the times. Some of the finest of the west side mills stand upon the ground once occupied



WASHBURN MEMORIAL HOME.

WASHBURN PARK AND CAMDEN PLACE ELECTRIC LINE.



## **The Northwestern Miller.**

==  
**Published Weekly.  
Twenty-Seven Years Old.**

==  
**Represents the Flour Milling  
Industry of America.**

==  
**WILLIAM C. EDGAR,  
Editor and Manager.**

by the old mills which were destroyed by the terrible flour dust explosion of 1872. Upon the new Washburn "A" mill is a stone tablet in memory of the employees who lost their lives at that time.

Within a few years there has been a marked tendency to consolidation of the milling interests. The first move was the formation of the Pillsbury-Washburn Flour Mills Company in 1889 to control the great properties of the firm of Chas. A. Pillsbury & Co., and the Washburn Mill-Co. English capitalists became largely interested in this deal. Early in the season of 1891 five more mills joined forces under the name of The Northwestern Consolidated Milling Company and with a capital of \$2,250,000. In 1899 the United States Flour Milling Co. of New York purchased the three mills previously operated by the Minneapolis Flour Manufacturing Company and prominent stockholders obtained a controlling interest in the Northwestern Consolidated Milling Company. The latter company, however, remained under the management of A. C. Loring, a prominent Minneapolis miller, and the company has since leased from the United States corporation the three mills which formerly belonged to the Minneapolis Flour Manufacturing Company. These various changes have brought the mills of Minneapolis into the following groups:

#### List of Flour Mills and Daily Capacity.

Pillsbury-Washburn Flour Mills Co.	Barrels
Pillsbury A.....	12,400
Pillsbury B.....	7,000
Anchor.....	3,000
Palisade.....	4,000
Lincoln (at Anoka)...	1,600
	<hr/> 28,000

Washburn-Crosby Co	Barrels
Washburn A.....	10,337
Washburn B.....	3,199
Washburn C.....	8,101
Washburn D.....	2,915
Washburn E.....	2,964

27,516

Northwestern Consolidated Milling Co.	Barrels
A.....	3,600
B.....	2,500
C.....	2,100
D.....	2,300
E.....	2,000
F.....	2,100
G.....	1,450
H.....	950

17,000

	Barrels
Cataract; Barber Milling Co.....	1,000
Phoenix; Phoenix Mill Co.....	600
Dakota; National Milling Co.....	600

2,200

Total daily capacity, 74,716 bbls.

The mills employ about 1,500 men in the manufacturing departments. Following are the outputs and exports for 10 years past:

Flour Outputs and Exports for Ten Years.		
	Output. barrels.	Exports. barrels.
1899 .....	14,291,780	4,009,135
1898 .....	14,232,595	3,994,395
1897 .....	13,625,205	3,942,630
1896 .....	12,874,890	3,717,265
1895 .....	10,581,635	3,080,935
1894 .....	9,400,535	2,370,756
1893 .....	9,377,635	2,877,277
1892 .....	9,750,470	3,337,205
1891 .....	7,877,947	3,038,065
1890 .....	6,988,830	2,107,125

Reference to Minneapolis milling interests is not complete without mention of the "Northwestern Miller," the leading milling journal of the world. This paper, established in 1873 is exclusively devoted to flour milling and represents the entire American milling trade. Its main office at Minneapolis is in its new building at 118 S. 6th St., and it has branch offices at Chicago, St. Louis, Kansas City, Indianapolis, New York and London.

(See "Water Power," "Grain," etc.)

**Flour Barrels.** (See "Cooperage.")

**Flour City, The.**—A popular sobriquet for Minneapolis, originating, of course, in her reputation as a milling center.

**Foot Ball.** (See "Sports.")

**Fort Snelling.**—In 1819 the United States government established a military post at the mouth of the Minnesota river. This subsequently became Fort Snelling and has been maintained ever since as a military station. The location is equidistant from Minneapolis and St. Paul. The old fort buildings and the modern barracks, supply buildings and quarters stand on a high bluff overlooking the gorge of the Mississippi and the valley of the Minnesota. It is a most picturesque site. Only a small garrison is maintained but the daily drill is one of the sights for visitors at the fort. Trains on the Chicago, Milwaukee & St. Paul railway reach the fort within 20 minutes. A more pleasant way to visit the spot is by carriage or bicycle via Minnehaha Av. and the Falls and returning on the east side of the river or by bicycle over the same route. (See "Bicycling.")

**Franklin Steele Square.**—In one of the most advantageous localities of the 5th ward, between Portland and 5th Aves. S., and 16th and 17th Sts., lies Franklin Steele Square, which was presented to the city, by daughters of the late Franklin Steele. (See "Park System.")

**Freight Depots.**—The freight depots of the various railways entering the city are situated as follows:

Chicago, Bur. & Northern.—Cor. 4th Av. N. and 3rd St.

Chicago, Mil. & St. P.—Cor. 3rd Av. S. and 2nd St.

Chicago, St. P., Minn. & Omaha.—Cor. 4th Av. N. and River St.

Chicago, St. P. & Kan. City.—Cor. Washington and 10th Aves. S.

Great Northern.—Cor. 4th Av. N. and Washington.

Minneapolis, St. P. & Sault Ste. Marie.—Cor. 7th Av. N. and 1st St.

Minneapolis & St. Louis.—Cor. 4th Av. N. and 4th St.

Northern Pacific.—Cor. 7th Av. N. and 1st St.

St. P. & Duluth.—Cor. 3rd Av. S. E. and 9th St.

Wisconsin Central.—Cor. 7th Av. N. and 1st St.

**Fruit.**—Minneapolis is one of the largest fruit markets in the west; in fact the largest, with the exception of Chicago. An enormous business has grown up in handling fruit on commission. The shipments come from the far South, California and foreign countries, and during the summer season from the surrounding states. The center of the fruit trade is 2nd Av. N. and 6th St.

**Fuel.**—Water transportation via the great lakes and the lumber sawing industry of the city have solved the fuel problem for Minneapolis. Anthracite coal is generally used for heating purposes. It is shipped by the lakes in summer, and in the Minneapolis market retails for from \$6.50 to \$9 per ton. Soft coals are used in considerable quantities for generating steam and occasionally for domestic purposes. The popular domestic fuel is the refuse of the saw mills—locally styled "mill wood." This of course is white pine and of varying thickness. It is usually sorted into three grades, "gang" (thin strips, not often more than an inch in thickness), "mixed" (containing a fair proportion of slabs), and "slab" (heavy slabs which re-

quire splitting before burning). The "slab" is the most substantial and consequently the most valuable of the three grades, the "gang" naturally burning out very rapidly. Dry mill wood is sold by fuel dealers for from \$1.75 to \$3 per load according to grade and quality.—Three loads about equal two cords of wood. During the summer, while the saw mills are in operation the mill wood may be obtained "green" (wet from the mills) for from 60c to \$1.50 per load according to grade and distance hauled. This will dry sufficiently in a few weeks, if left scattered, or may be piled for use in winter or following spring. Of hard woods maple ranges from \$5.50 to \$7; oak from \$4.50 to \$6, and bass from \$3.50 to \$5 per cord, and are usually in fair supply. Mill wood and anthracite coal are regarded as the most economical fuels for ordinary family use.

**Furnished Rooms.**—The practice of renting furnished rooms is very common in Minneapolis. Cards announcing "furnished rooms" are displayed with as much nonchalance as was exhibited by the famous Mrs. Bardell and her preference for "single gentlemen," seems to have descended to the whole race of room renters. Almost any quality of accommodations may be secured in any locality in the city. As a rule the quieter and more desirable places are those which do not hang out a permanent sign or even put a card in the window. Advertising in the "want" columns of the daily papers is a favorite, and perhaps the best way, of securing a lodger or a room. Prices range from \$5 to \$20 or more per month for single rooms, and indefinitely more for suites of apart-

ments according to quality and location. Transient lodgers can find accommodations at any of the European plan hotels or the array of cheap lodging houses whose prices run all the way down to 10c per night. It is well to be sure of the character of the cheaper places before taking up a temporary abode within their walls.

#### **Garbage.** (See "Ashes.")

**Gas.**—Consumers of gas are supplied by the Minneapolis Gas Light Company; a corporation having the exclusive right to lay gas mains in the streets of the city. The price of gas is \$1.50 per thousand feet, with a discount of 20c per thousand if paid on or before the 10th day of each month—bills being due on the 1st. This practically amounts to a \$1.30 rate.

When it is desired to have premises connected with the gas mains, the owner of the property or his agent must make application in writing at the office of the Gas Company. The Gas Light Company taps the main, lays the pipe from thence to the riser, puts in the necessary stop cock and supplies the meter and connections. As no charge is made for this, the pipes, etc., remain the property of the Company and must not be disturbed, disconnected or removed without permission. When gas is desired to be used, the party who is to become responsible for the payment of the bills must make application in writing at the office of the Company, upon blanks provided for the purpose. The Gas Light Company owns all meters and they are never sold, but loaned to consumers. When the gas meter is placed, no person other than an employee of the Company is permitted



to remove or detach it. All meters are thoroughly inspected and their accuracy proved before being placed in use. Every meter is periodically examined and tested for accuracy. Consumers should learn to read their meters. They can then compare the readings with their gas bills as presented monthly. Full instructions for reading meters and the management of gas both for illumination and fuel, may be had at the office of the Company. The Company also keeps a large stock of gas ranges, heaters, lamps, burners and various accessories for the benefit of its patrons.

One of the newest things in gas handling is the pre-payment meter which has lately been introduced in Minneapolis. It is the ordinary meter with a mechanical attachment so regulated that gas to the value of 25c or more may be purchased at one time. These meters are furnished by the Company without extra cost to the consumer. To operate the meter deposit a perfect 25-cent piece in the place provided for receiving the same (see left side of meter); this permits the turning of the handle or knob which opens a valve, permitting gas to pass to the value of the coin deposited. A dial or pointer on the front of the meter marks the amount of the purchase and indicates at all times the amount of gas paid for and unused. When all the gas paid for is nearly consumed, the supply gradually diminishes, the lights grow lesser, and warning is thus given in time to visit the meter and deposit more coins. The total amount of gas used from time to time is recorded upon the main index, as upon an ordinary meter, and consumers can keep the same supervision over the amount consumed. The gas is sold and de-

livered through these meters at the net selling price and the monthly presentations of gas bills becomes unnecessary.

The Company has about 180 miles of pipes laid in the city streets. Its works are situated at the foot of 14th Av. S., where they cover several acres. Visitors are allowed to inspect them and may secure permits upon application to the general office at the corner of 6th St. and Hennepin Av.

**Glenwood Park** extends from Western Av. south to Superior Av., is irregular in shape, and its surface is greatly diversified. Within its boundaries are some of the highest points of land in Hennepin county, and hidden among these hills lies a beautiful sheet of water covering an area of about six acres. The park contains about 64 acres. (Western Av. line to Western Av. terminus; walk 1 mile.) (See "Park System.")

**Government.**—Powers of administration of municipal affairs are vested in a mayor, council and several "boards." The duties of the latter relate of course to the various departments such as schools, parks, library, etc., and they act independently of the council. The mayor has little direct appointive power. His largest power in any one direction is in the police department, of which he is virtually head. Mayor, comptroller, treasurer and the members of the city council are elected directly by the vote of the people. The council which is composed of two aldermen from each ward, appoints a city clerk, engineer, attorney, health officer, chief of fire department, superintendent of water works and most of the minor officers. The council also has power to issue bonds, to ap-

propriate funds for various uses, to order and direct all public works, license and restrict liquor traffic and to generally look after the maintenance of good order in the city. Ordinances may be passed over the mayor's veto by a two-thirds vote. The city engineer has general charge of the sewers, bridges, construction of water works, and the direction and supervision of street and sidewalk improvements. The president of the council appoints annually, committees on health, sewers, streets, bridges, gas, fire department, ordinances, ways and means, etc., whose business it is to consider all matters pertaining to these subjects and recommend action on the part of the council.

**Boards.**—The Library Board consists of the mayor, president of the board of education, president of the state university and six members elected by two's at the regular city elections for terms of six years. This board has full power to perform all acts necessary to the establishment and maintenance of public libraries, reading rooms, art galleries, etc. The school board consists of seven members elected for three year terms by the people. This board has entire control of the public schools. More extensive powers are vested in the park board. It may condemn land for public parks, assess the cost upon benefitted property, enter upon entire control of streets (with consent of the council) and issue bonds for park purposes. The city treasurer is custodian of the funds of all these boards and the city comptroller must sign all warrants. Maximum limits for the tax for every fund are established by charter and the board of tax levy reduces the figures as much as possible. Embraced in the mem-

bership of the board of health are the mayor, committee on health and hospitals of the city council and a health officer appointed by the council.

An account of the functions of the municipal court will be found under that head. The city council attends to the supervision of buildings, plumbing, street lighting, meats and food, weights and measures through inspectors and superintendents. A board of correction and charities looks after the poor and the penal institutions of the city.

**Government Building.** (See "Post Office.")

**Government Dam and Lock.**—Now under construction in the Mississippi river near the Lake street bridge. This project, with other dams and locks to be constructed in the future will make the river easily navigable at all times to the landing in Minneapolis. The lock is easily reached by wheeling or driving east on Lake St. to the river or by Minnehaha electric line to Lake St. and Minnehaha Av., from which point the river is about a mile distant. (See "Steamboats.")

**Grain Commission.** (See "Commission Merchants" and "Grain Trade.")

**Grain Inspection.**—The official inspection of all grain arriving in Minneapolis is made by the deputies of the state grain inspector. These men visit the railroad yards each morning, take samples of newly arrived bulk grain, and prepare certificates of inspection and grade for the consignees. For this service a fee of 15c per car load is charged and the same rate is authorized on grain loaded out of an elevator. Sampling

is done by means of pointed and closed tubes about four feet long with a cavity near the lower end which may be opened when thrust deep into the bulk grain, thus securing a sample from the bottom of the car, and preventing the possibility of fraud. Scales are also provided for weighing the samples and thus determining the weight per bushel. Much the larger part of the inspectors' work is, of course, in wheat. Great care and good judgment are necessary to make just inspection on the endless variety of wheat received. The established grades are No. 1 Hard Spring Wheat, No. 1 Northern Spring Wheat, No. 2 Northern Spring Wheat, No. 3 Spring Wheat, Rejected Spring Wheat, four grades of Northern White Wheat, and eight grades of Winter Wheat. The spring wheat is the most common but sometimes it comes in such condition as to make the distinction between two grades very fine. Disputes over inspection are of common occurrence. Corn, oats, rye and barley all have their various grades and all are, like wheat, liable to be classed as "no grade," if heated, musty or damp, or otherwise unfit for storing.

**Grain Trade.**—Minneapolis is the grain market of the Northwest. Her water power and flour mills early attracted the scattered produce of Minnesota and Dakota in frontier days, and with the gigantic development of both agricultural and milling interests in the past two decades, their relative positions have been maintained. Wheat is the chief product of Minnesota and the Dakotas and it is of course, the leading article of merchandise in the grain trade. Other cereals are handled in great quantities; but wheat so far eclipses them as to make their really creditable bulk appear insignificant. No. 1 hard

wheat and Minneapolis flour ground therefrom have a reputation around the world. The business of handling the vast bulk of wheat, now exceeding eighty millions of bushels in a year, is one of the most important elements in the city's prosperity. It employs an enormous capital and an army of men, not only in the offices of the commission merchants, and elevator companies in the city, but in the hundreds of elevators along the diverging lines of railway. The details of the grain trade are very interesting. Every railroad station through Minnesota and the Dakotas has its elevator or grain warehouse. Some of these were built by private parties, others by the railroads to accommodate traffic, and many by corporations or "elevator companies" having headquarters in Minneapolis. From these local elevators the farmers ship to commission firms in the city or sell direct to the agents of the grain dealers. The tendency is now to the consolidation of these outlying elevator interests. Private elevators are bought up by corporations, and one elevator system is joined to another, while there is a general movement toward establishing headquarters at Minneapolis, the natural center. At

**Souvenir books** of 32 excellent photographs of Minneapolis views, size,  $5\frac{1}{4} \times 7\frac{1}{4}$ , have lately been issued by The Beard Art & Stationery Co., 624 Nicollet Ave. This book is neatly bound in leather and will be sent postpaid for 50 cents. This house also furnishes a smaller book containing 16 pictures for 25 cents.

the same time the elevator systems are being rapidly extended.

"Nearly all the money paid for grain in the interior is sent from this city by elevator companies and millers to their agents in the country. Thus, Minneapolis is not only the

market to which the grain is shipped, and where it is sold, but the financial center from which the money is sent out to purchase and move the grain crops of the Northwest."

When the wheat arrives in the city it must ordinarily be stored soon after inspection. (See "Grain Inspection.") To accommodate the vast quantity often received in a very short space of time, a very large elevator capacity is required. (See "Elevators.") The weekly receipts are frequently several million bushels when the new crop is moving and at that season, October and November, the grain trade is at its liveliest. The rush of wheat to the city is sometimes so great that the railroad yards are blockaded and enough cars to handle the wheat can not be obtained. The millers buy either "on track," or in storage, from the commission men or elevator lines; but many of them control elevator lines of their own and buy direct from the producers. Millers are also largely interested in the great storage elevators in Minneapolis. The commission men receive one cent per bushel for receiving and selling wheat, barley and rye; and  $\frac{1}{2}$ c for corn and oats. In lots of ten cars or more a uniform rate of  $\frac{1}{2}$ c per bushel is charged for buying and shipping, the receiving commission being charged for lesser amounts. The wheat receipts in Minneapolis last year were 87,961,830 bushels.

Minneapolis is the largest primary wheat market in the world. The following comparative table shows the receipts and shipments at the principal primary points:

	Bushels.
Minneapolis .....	87,961,830
Duluth .....	54,981,948
New York .....	40,985,050
Chicago .....	30,971,547

	Bushels
Buffalo .....	48,008,014
Kansas City .....	20,863,850
St. Louis .....	10,428,163

The flour mills formerly consumed nearly all of the wheat received in the city. Of late years shipping demand has arisen and now Minneapolis supplies scores of millers in the neighboring states, and as far east as Indiana and Ohio. The shipments average about 15,000,000 bushels per year. (See "Flour and Flour Mills" and "Elevators.")

### Growth. (See "Population.")

**Guaranty Building.**—At the corner of 3rd St. and 2nd Av. S. It is a magnificent structure twelve stories in height covering just half an acre and with a total street frontage of 282 feet. The total height from the street level to the top of the main tower is 220 feet, or as high as Bunker Hill monument. The material used in the construction for the first three stories is North Conway and New Hampshire green granite, the nine stories above being Portage red sandstone. The finishings of the interior are iron, brick, terra cotta and antique oak. There are some 400 offices in the building and they are occupied by some of the heaviest financial and legal firms in the city, as well as by a host of minor tenants. From the tower which rises high above the main structure a comprehensive view of the city may be obtained. The building is heated by steam and lighted by electricity. Six hydraulic elevators and commodious stairways afford access to the upper floors. The total cost with site approximated \$1,000,000. Visitors are welcome in the building at all times.

A charge of 10c is made for admission to the roof and lookout tower.

**Hack Fares.**—Always have a distinct understanding with a hack or cab driver before entering the vehicle. The legal rates are clearly defined in the following condensation from the city ordinance:

One passenger not exceeding 1 mile, 50 cents.

Over 1 mile and not exceeding 1 ½ miles, 75 cents.

Over 1 ½ miles and not exceeding 2 miles, \$1.

Each mile or fraction over 2 miles, 25 cents.

Each additional passenger of same party, without regard to distance, 50 cents.

Children between 5 and 14, half price; under 5 years, no charge.

Use of carriage by hour, with one or more passengers, with privilege of going from place to place, and stopping as often as may be required:

First hour, \$1.50. For each additional hour or part of an hour, \$1.

The use of any cab or other vehicle drawn by one horse, by hour; first hour \$1. Each additional hour or part of hour \$1.

Any passenger shall be allowed to have conveyed, without extra charge, his ordinary traveling baggage, not exceeding one trunk and 25 pounds of other baggage. Every additional package, where the whole weight of baggage is over 100 pounds 50 cents.

Hacks may be found at the railroad depots, the leading hotels and at the American District Telegraph Company's office, Cor. 4th St. and Nicollet Av. Hacks and coupes are also to be had at the leading livery stables.

Following are the hack stands established by city ordinance:

2nd St. between Hennepin Av. and Nicollet Av.

Hennepin Av. between Washington Av. and 3rd St.; between 2nd St. and Washington Av.

Nicollet Av. between Washington Av. and 3rd St.

3rd St. from Hennepin Av. to 1st Av. N.

Washington Av. southeast of 3rd Av. S. (C., M. & St. P. R. R. station.)

4th St. between Hennepin Av. and Nicollet Av.

Washington Av. between 3rd Av. N. and 4th Av. N. (Mpls. & St. Louis Ry. station.)

6th St. between Nicollet Av. and 1st Av. S.

University Av. between Central Av. and 1st Av. N. E.

At all railroad depots, 10 minutes previous to the arrival of all passenger trains.

At all theatres and other places of public amusement, 15 minutes before the conclusion of any performance.

(See "Livery.")

**Halls.**—Minneapolis is rather deficient in the matter of public halls. For large gatherings the exposition building is suitable. It will accommodate from seven to eight thousand people.

Century Hall at the corner of 1st Av. S. and 4th St. has a seating capacity of about 800.

Harmonia Hall at the corner of 2nd Av. S. and 3rd St. has a capacity of about 800.

Turner Hall on Washington Av. and 5th Av. N. will accommodate perhaps 600 or 700.

Normanna Hall at the corner of 3rd St. and 12th Av. S. has room for about 1,000.

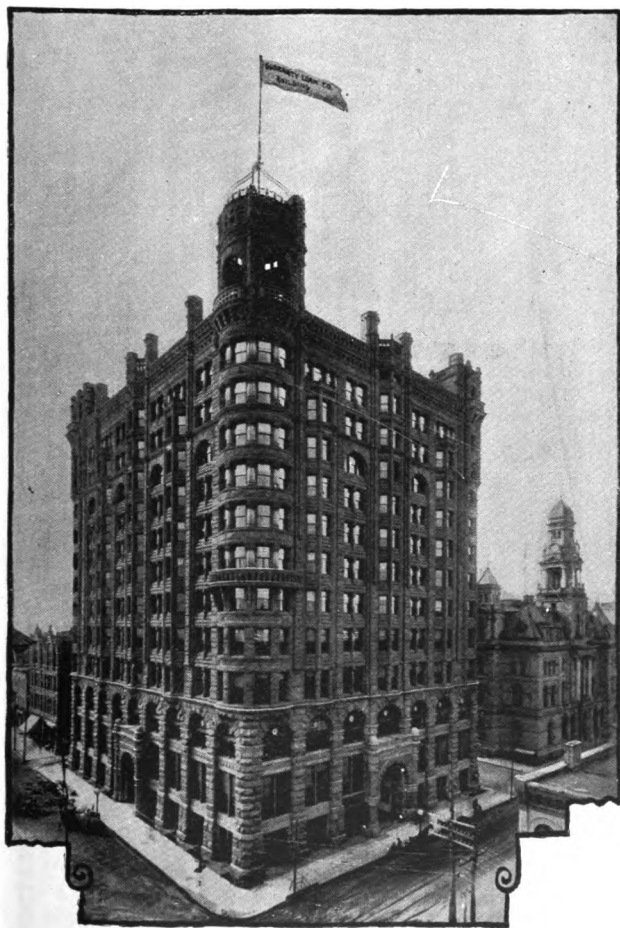
Masonic Temple Hall in the temple at the corner of 6th St. and Hennepin Av. will seat perhaps 900.

Lyceum Theater on Hennepin Av. between 7th and 8th Sts. is used for concerts and entertainments. Seating capacity 1,500.

The University of Minnesota Chapel in the library building, and the drill hall building, are used for gatherings connected with the institution.

The militia armory on 8th St. near 1st Av. S. is occasionally used for public gatherings.

**Hamline University.**—Established in 1854 by the Methodist denomination. The buildings are at Hamline, midway between St. Paul and Minneapolis. The school is conducted on the principle of co-education of the sexes. Rev. Dr. G. H. Bridgeman is president. The college has always received its principal support from Minneapolis. (Interurban electric cars.)



**GUARANTY BUILDING.**

**THIRD STREET AND SECOND AVENUE 8.**

# FREE



PROPERTY ON LINE OF GAS MAINS  
WE CONNECT FROM **FREE**  
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OMICAL USES OF GAS **FREE**  
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MINNEAPOLIS  
GAS LIGHT COMPANY.

**Health.**—Minneapolis is regarded as one of the healthiest cities in the country. The climate is exceptionally favorable to those threatened with lung troubles. A careful sanitary regulation is removing such objectionable features as are often dangerous in newer cities and public opinion supports the city government in the extension of sanitary measures. There is an elaborate sewer system and a good water supply. The death rate in 1899 was only about nine in a thousand. (See "Health Department," "Vital Statistics," "Hospitals," etc., etc.)

**Health Department.**—The Department of Health consists of the mayor, the committee on health and hospitals of the city council, and the health commissioner who is elected by the city council. It is an executive body, with power to enforce all laws pertaining to matters of sanitation and health, and the health commissioner is the representative official in all such action. A series of rules and regulations are issued by the board for the direction of its medical and sanitary inspectors and for the guidance of the public. These rules embrace the subjects of Food and Water Inspection, Nuisance and House Inspection, Diseased and Dead Animals, Scavenger Service, Human Contagious Diseases, Deaths, and Burials and Disinterments. The inspectors are to keep the city clean, to exclude refuse from the alleys, to abate the practice of throwing waste material upon the surface of the soil, to secure the removal of garbage and manure and the regular cleansing of vaults and cesspools. Owners, rather than tenants, are held responsible for nuisances and unsanitary conditions, and are liable to fine if notices

from the health department requiring abatement are not heeded. The department has also undertaken the inspection of houses and keeps a record of their sanitary conditions which may be consulted by the public. Houses are also inspected at any time upon request. Malignant diseases, small pox and the like are usually removed to the quarantine hospital which is on the outskirts of the city west of Lake Calhoun. The office of the board is on the fourth floor of the city hall. (See "Vital Statistics.")

**Hennepin Avenue.**—One of the main thoroughfares of the city. Its course is southwest from the Mississippi river, where it joins Nicollet Av., to 28th St. where it turns due south. From the river to 10th St. it is 100 feet wide. From Lyndale Av. to Lake St. it is known as Hennepin Boulevard. Among its prominent buildings are the West hotel, Masonic Temple, Holmes hotel, Public Library, Lumber Exchange, Boston Bldg., Temple Court and Nicollet House. Hennepin Avenue has little retail trade but some of the largest office buildings.

**Hennepin County.**—Minneapolis is the county seat and the only municipality of importance, in Hennepin county. The county takes its name from Father Hennepin, the explorer who discovered the Falls of St. Anthony in 1680. Hennepin county was organized under an act of the territorial legislature in 1852. Its length from north to south is about 32 miles and from east to west 38 miles. The county is extremely irregular in boundary. Its surface is rolling and is diversified by about 100 lakes, including the famous Minnetonka.



**Hennepin County Bible Society.**—An organization for the purpose of disseminating religious literature and particularly Bibles among families outside of church influences. Undenominational in character. Headquarters at 622 Nicollet Av.

**Hennepin Island.**—An irregular mass of rock and debris lying in the Mississippi river at the Falls. It separates the east channel and water power from the west, or main channel, of the river. It was formerly crowded with saw mills but now has only one or two.

**High Bridge.**—The term sometimes used to designate the Chicago, Milwaukee & St. Paul railway bridge at the foot of E. 25th St. It crosses the deep gorge of the Mississippi at a height of 100 feet or more above the water.

**High License.** (See "Saloons.")

**Historical.**—In 1805 Lieut. Z. W. Pike obtained from the Sioux Indians for the United States government, a grant of land about St. Anthony Falls. This became a military reservation and was not open for settlement. In 1838 the territory on the east bank of the Mississippi was thrown open and Franklin Steele established the first claim and became the founder of the village of St. Anthony which afterwards became part of Minneapolis. Mr. Steele established the first saw mill in 1848. The new town grew rapidly but was confined to the east bank of the river. The late Col. John H. Stevens, another pioneer, obtained, in 1849, permission to take up a farm on the west side. Within a few years the new settlement was larger than St. Anthony. It received the name of Minneapolis, which is a compound

of the Dakota "minne" (water) and the Greek "polis" (city). From 1855 Minneapolis grew marvelously. The development of the lumber and flour industries, stimulated by the inexhaustable water power brought in thousands of settlers. Railroad building was carried on actively during and after the war and in a few years Minneapolis found herself the distributing point for one of the richest farming countries in the world. In 1867 a city government was chartered and in 1872, St. Anthony was annexed. (See "Population.")

**Holidays.**—In Minnesota the legal holidays are: Sunday, New Years Day, Lincoln's Birthday (Feb. 12), Washington's Birthday (Feb. 22), Good Friday, Memorial Day (May 30), Independence Day (July 4), Labor Day, Election Day (general), Thanksgiving Day and Christmas Day. On these days the public offices and banks are closed.

**Homeopathic Medicines and Surgery, College of.** (See University.)

**Hopkins.**—A village southwest of the city on the Minneapolis & St. Louis, H. & D. division of the C., M. & St. P. R'y. and Hutchinson branch of the Great Northern R'y. It is the junction of the two former lines with their Minnetonka branches. (St. Louis Park electric line from 29th St. and Hen. Av.. (See "St. Louis Park.")

**Horses and Carriages.**—Exceptionally pleasant streets and rural drives have tended to encourage the keeping of horses. The cost of feed is low and repair bills need not be heavy. Among the well to do classes the "turnouts" are numerous and handsome. (See "Drives," "Livery" and "Hack Fares.")

### Horticultural Society, The State.

—An organization for the promotion of horticulture. A state institution; the meetings are usually held in Minneapolis. A. W. Latham, secretary, Kasota Bldg., Cor. 4th St. and Hennepin Av.

### Hospitals and Dispensaries.—

In the absence, until recently, of any hospital under municipal management private hospitals have flourished and reached a peculiar degree of efficiency. Several have buildings specially adapted to their use, and the medical treatment and attention is usually of the best. Following is a list of the principal institutions of this class:

Asbury Methodist Hospital and Rebecca Deaconess Home.—9th Av. S. and 6th St. General.

Bethany Home.—S. Bryant Av. For unfortunate women and their infants. Charitable.

City Hospital.—5th St. and 7th Av. S. Public.

Good Samaritan Free Dispensary.—525 S. 7th St.

Maternity Hospital.—2201 Western Av. For women during confinement.

Northwestern Hospital. — 2627 Chicago Av. For women and children. Has a handsome brick building erected for the purpose. Maintains a Nurses' Training School.

Quarantine Hospital.—Near Lake Calhoun. For contagious diseases.

St. Anthony Hospital.—717 2nd Av. S. Receives all classes of patients.

**Souvenir postal cards of Minneapolis** may be obtained of The Beard Art & Stationery Co., 624 Nicollet Ave., Minneapolis. Ten cards in package for 15 cents.

St. Mary's Hospital.—2416 S. 6th St.

St. Barnabas Hospital.—901 S. 6th St. Receives all classes of patients. Under management of Episcopal denomination.

Swedish Hospital.—1419 S. 9th St. University Homeopathic Free Dispensary.—1416 S. Washington Av.

Open daily from 1 to 2, except Sundays. Medicines and treatment free. The professors of the Homeopathic Medical College of the University are in personal attendance at these hours.

(See also "Benevolent Societies and Institutions.")

**Hotels.**—Minneapolis is well provided with hotel accommodations. The city is equal to the task of entertaining enormous gatherings such as assemble during great conventions or at the time of the exposition or other public attractions. From the great West hotel whose elegance is famed throughout the country the accommodations range through a list of half a dozen or more finely kept hostelrys to the ordinary "dollar a day" house which abounds in the vicinity of the railroad depots. The American plan prevails. Prices at the better class of hotels vary from \$2 to \$3 per day as a minimum with an upward range for extra accommodations reaching \$5 per day and sometimes more if the very best the house affords is wanted. When one expects to remain several weeks or months much better terms may be secured and should always be bargained for in advance. Several hotels slightly removed from the business center derive a large share of their business from regular boarders; still others farther out make hardly a pretense of receiving transient guests. These are classed as family hotels. The leading hotels are the West, and Nicollet; less expensive but still affording excellent accommodations are the Windsor, Holmes, Hyser, Vendome, Brunswick and National. Following is a list of the principal hotels in the city with location:

Beaufort.—112-16 S. 3rd St.

Berkeley.—Cor. 1st Av. S. and 13th St.

**Brunswick.**—Cor. Hennepin Av. and 4th St.  
**Clinton.**—Cor. 4th Av. S. and Grant St.

**Commercial.**—1 Central Av.  
**Cyrano.**—822-30 4th Av. S.  
**French.**—43 Central Av.  
**Golden West.**—301 S. Washington Av.

**Grace.**—409 S. Washington Av.  
**Grand Central.**—108-10 S. 2nd St.  
**Great Northern.**—17 High St.  
**Hampshire Arms.**—Cor. 4th Av. C. and 9th St.

**Hyser.**—Cor. 2nd Av. S. and 3rd St.

**Holmes.**—806-10 Hennepin Av.  
**Landour.**—820 Nicollet Av.  
**National.**—205 S. Washington Av.  
**Nicollet.**—Hennepin, Washington and Nicollet Aves.

**Northern.**—316-18 2nd Av. S.  
**Parker.**—13½ S. 4th St.  
**Pauly.**—Cor. Nicollet Av. and High St.

**Richmond.**—826 Nicollet Av.  
**San Angelo.**—1221 Nicollet Av.  
**Sherman.**—Cor. Washington and 6th Aves. S.

**St. James.**—Cor. Washington and 2nd Av. S.

**St. Leon.**—620 1st Av. S.  
**Summers.**—Cor. 4th Av. S. and 10th St.

**Tremont.**—400 6th Av. S.  
**Vendome.**—21 S. 4th St.

**Warwick.**—206 S. Washington Av.  
**Waverly.**—1107-1111 Harmon Pl.

**Wessex.**—Cor. Nicollet Av. and 12th St.

**West.**—Cor. Hennepin Av. and 5th St.

**Windom.**—119 University Av. S.

**E. Windsor.**—Cor. Washington Av. and 1st Av. N.

**Youmans.**—503 2nd Av. S.

**House Moving.**—The house moving business is a recognized occupation and sometimes furnishes employment for a considerable number of men. A municipal ordinance prohibits the removal of a house from one point to another within the fire limits. (See "Fire Limits.")

**Ice Yachting.**—This is a favorite amusement during the winter and at Minnetonka, Lake Calhoun, White Bear and other lakes near the city

many fine ice yachts are owned. The Minnetonka Ice Yacht Club has a club house and is a well established organization.

**Immaculate Conception, Church of the.**—The leading Catholic church of the city, Cor. 3rd Av. N. and 3rd St. Accommodates about 2,000. (See "Catholic Churches.")

**Industrial Education.**—Manual training work is carried on at the high schools. The rooms are fitted with benches, tools and apparatus necessary for instruction and practice in the departments of cabinet work, carving and metal work. The work is in the main simple and elementary but pupils are advanced rapidly, when they show proficiency, and many very creditable and remarkable specimens of work are the result. In carpentry, cabinet making and wood carving the Minneapolis manual training schools lead the country. Boys frequently leave the workshops of the school to engage in mechanical employment at good wages. On the other hand, the College of Mechanics' Arts, and the School of Practical Mechanics (an account of which will be found under the heading "University of Minnesota") offers to boys an opportunity for higher and more complete technical education. (See "Public Schools.")

**Infirmaries.** (See "Hospitals and Asylums.")

**Institute of Arts and Letters.**—An organization formed for the purpose of presenting lectures, concerts and other high-class entertainments. Its membership includes a number of prominent gentlemen who are interested in bringing to the city artists and lecturers of the better class. The entertainments are usu-

ally given in the Lyceum theatre. E. J. Phelps is president and W. Y. Chute secretary.

**Jail.**—The county jail is in the upper story, or more properly the attic of the court house. It is one of a very few prisons constructed in the upper portion of a county building and has attracted much interest among officials.

**Jewelers.**—The principal jewelry stores are on Nicollet Av. Large and magnificent stocks are carried, the display of gems, watches, silverware, fine pottery, cut glass, etc. being the equal of any city of equal size in the country. Leading jewelers are J. B. Hudson, 519 Nicollet Av.; Eustis Bros., 600 Nicollet; C. D. White & Co., 407 Nicollet; S. Jacobs & Co., 410 Nicollet.

**Jobbers and Manufacturers Association.**—An organization of wholesale merchants and manufacturers for the promotion of their class interests, such as the regulation of prices and competition, obtaining favorable railroad rates, and the enlargement of the territory for business. Offices in the Board of Trade rooms, Lumber Exchange. W. W. Heffelfinger is president.

**Jobbing Trade.**—The growth of the wholesale trade of Minneapolis has been steady and in proportion to the development of the tributary country. St. Paul has until a few years past held a position in advance as a jobbing point but now Minneapolis can boast of the largest wholesale dry goods, grocery and hardware establishments of the Northwest. The volume of the jobbing trade including the wholesale marketing of the manufactures of the city is approximately \$200,000,000 annually. Most of

the wholesale establishments are situated on 2nd St., Washington Av., 3rd and 4th Sts., and the intersecting avenues between 2nd Av. S. and 4th Av. N. The capital invested in the business is about \$30,000,000.

**Kenwood.**—The name of a charming suburb lying between Cedar Lake and Lake of the Isles and about two and a half miles southwest of the center of the city. It is accessible by the Oak and Kenwood electric line and by Kenwood Parkway.

**Kenwood Parkway.**—The pleasantest drive to the lakes. It commences at Hennepin Av. opposite Loring Park and extends one and one-half miles to Lake of the Isles boulevard. (See "Park System.")

**Kindergartens.**—Numerous kindergartens are maintained in various parts of the city. They are frequently connected with the church organizations while others are independent. As yet the kindergarten has not been made a part of the public school system but the Minneapolis Kindergarten Association organized in 1892 has undertaken the work of educating public sentiment to the point where this end shall be attained. Since 1897 free kindergartens have been maintained in several school buildings at the expense of the Association and in 1900 the school board made the first appropriation to aid in this work. The Kindergarten Association also maintains a Normal School for Kindergartners and has done much to promote the kindergarten idea in the city. Mrs. T. G. Winter is president and Mrs. F. C. Todd, 213 S. 9th St., corresponding secretary.

**Labor Organizations.**—The Typographical Union, the local divi-

lions of the railway employes brotherhoods and the building trades unions are probably the most influential. Headquarters for most of the labor organizations are at Labor Temple, Cor. 4th St. and 8th Av. S. The Trades and Labor Council, formed by representatives of all departments of organized labor, meets on the 1st and 3rd Fridays of each month at 34 S. 6th St. Andrew Henderson is president and Harry Cohen, secretary.

**Ladies' Thursday Musicales.**—This organization is composed of ladies interested in the study of music and the promotion of musical affairs, and is made up of four classes of membership—active, student, associate, and honorary. The active members to be eligible must be proficient in some branch of musical art, and must pass a satisfactory examination before election. The association meets once a month, and during each season gives several concerts of the highest class. The active membership is about 100; student, 120; associate, 250. A studio and office are maintained in the building of the Metropolitan Music Co., 41-43 S. 6th St. The studio is open during the summer for the use of teachers. Mrs. Geo. E. Ricker is president and Mrs. Harry W. Jones corresponding secretary.

**Lake Calhoun.**—About three miles southwest of the business center and within the city limits. It is over a mile long and three-fourths of a mile broad. It may be reached in thirty minutes by the Como Interurban Harriet electric line or by driving out Hennepin Av. or over Kenwood Parkway. (See "Park System.")

**Lake Harriet.**—The most southerly of the group of four lakes in the

southwestern part of the city. It is nearly a mile long and over half a mile wide, and lies within high banks. Around it runs a picturesque park drive. At the northwest corner is a pavilion at the terminus of the Como Harriet Interurban electric railway, over which cars reach the center of the city via Hennepin Boul., in about 30 minutes. Over the park drive the distance is about five miles. (See "Park System.")

**Lake of the Isles.**—This lake is controlled by the park board. It is the nearest to the center of the city, of the group of lakes along the southwestern limits, and may be reached by the Kenwood Boul. or by Hennepin Av., turning west at Franklin, or any street beyond, to 28th St. The Lake of the Isles Boul. surrounds the lake which is irregular in form and contains several islands. Como Interurban Harriet or Oak and Kenwood car line. (See "Park System.")

**Lake Park.**—A beautiful place on the south shore of Lake Minnetonka at the terminus of the lake line of the M. & St. L. Ry. It is about a mile northwest of Excelsior across the intervening bay.

**Lakewood Cemetery.**—A beautiful tract of several hundred acres  $3\frac{1}{2}$  miles from center of city lying between Lakes Calhoun and Harriet, and reached by Como Harriet electric cars.

**Law Libraries.**—The Minneapolis Bar Association maintains a law library at 715 Temple Court, Cor. Hennepin and Washington Aves. It is customary for large office buildings to establish law libraries for the use of their tenants. Some of the older law firms have magnificent private libraries.

**Law School.** (See "University of Minnesota.")

**Legislative Districts.** (See "Political Divisions.")

**Libraries.**—The following is a list of the libraries which are of a public or semi public character.

**Athenaeum.** (See "Public Library.")

**Augsburg Seminary.**—5,000 volumes; for the use of the seminary students and faculty.

**Directories.**—934-38 Lumber Exchange. Directories of all states and principal cities; free.

**Masonic.**—215 Masonic Temple.

**Minneapolis Bar Association.**—715 Temple Court, Cor. Hennepin and Washington Aves. Law.

**Public.**—Cor. 10th St. and Hennepin Av. (See "Public Library.")

**Rawlins Post War Library.**—Masonic Temple, Cor. 6th St. and Hennepin Av. A collection of literature and relics of the war of the rebellion.

**St. Vincent de Paul.**—220 N. 3rd St. Catholic.

**Teachers Association.**—In basement of the high school building.

About 8,000 volumes. For the use of the teachers of the public schools.

**University.**—Contains about 60,000 volumes for use of students and professors. Open to public for consultation from 8:30 a. m. to 9:30 p. m. week days during school year.

**Livery.**—Livery facilities are both abundant and low priced. The stranger can hardly fail to find a good stable within a few minutes

**The Board Art & Stationery Co.** at 624 Nicollet Ave., is an attractive place to visit, and visitors are always welcome, whether desiring or not to make purchases.

walk from any point in the central part of the city. For a horse and buggy the usual price is \$1 for the first hour and 50c for each additional hour; for a double team \$1.50 to \$2 for the first hour and about 50 per cent for additional hours. These figures are subject to a dis-

count where the time is long or to regular customers. Dance orders for two passengers, \$3, and for more than two, \$4; opera orders, \$2.50 for two passengers, and \$3 for more. Horses are boarded at from \$12 to \$20 a month.

**Loan and Trust Companies.**—There are six loan and trust companies in Minneapolis, which receive time deposits, negotiate loans, execute trusts and do a general banking business. They are, with location, and capital as follows:

**Minnesota Loan and Trust Company.**—311-313 Nicollet Av. \$500,000.

**Minneapolis Trust Company.**—Cor. 4th St. and Hennepin Av. \$500,000.

**Minnesota Title Insurance and Trust Company.**—Cor. 4th St. and 1st Av. S. \$500,000.

**Metropolitan Trust Co.**—Lumber Exchange. \$1,000,000.  
(See "Banks.")

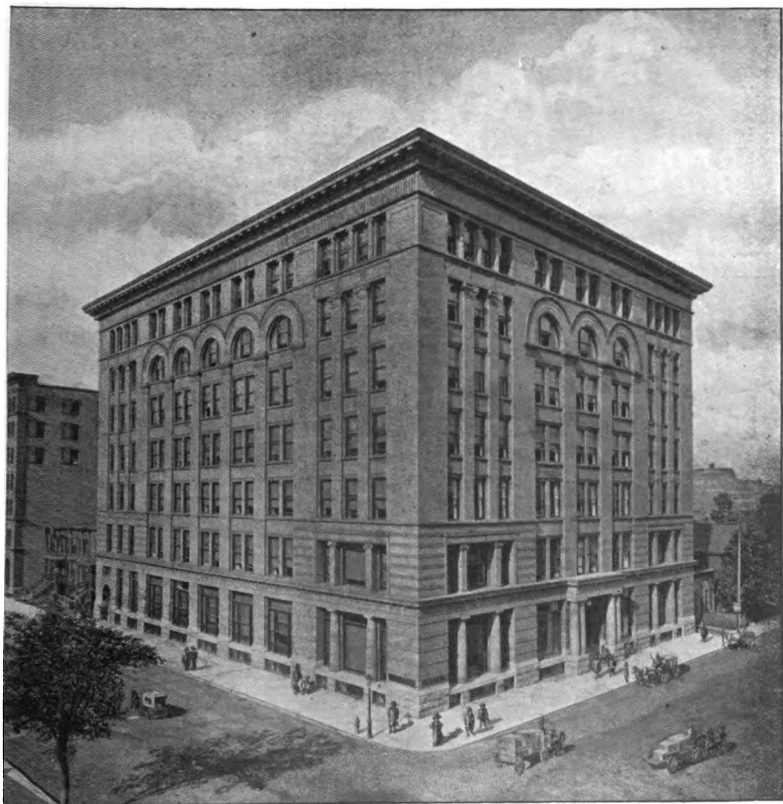
**Loring Park.**—Loring Park is the nearest to the city's center of population. It occupies a tract of 36 acres bounded by Hennepin Av., Harmon Pl., Willow St. and 15th St. The park is too small to admit of driveways but as it is surrounded on all sides by streets its beauties may be enjoyed from a carriage. In the winter special care is taken of the ice; every convenience is supplied for skaters. Como Interurban Harriet or Monroe and Lyndale cars. (See "Park System.")

**Lost Property.**—For personal property lost on the street cars, enquire at the office of the company, 2nd St. and 3rd Av. N. Articles left in hacks or found upon the streets are taken to police headquarters in city hall. Articles found in the parks are usually sent to the superintendent's office in Loring Park.

**Lowry's Hill.**—The ridge of high land lying west of Hennepin Av. and south of Kenwood Parkway. It is named for Thomas Lowry whose residence is on the slope of the hill towards the city and facing on Hennepin Av. The elevation is from 100 to 150 feet above the surrounding region. Its principal thoroughfare is Mt. Curve Av. Oak and Kenwood car line.

**Lumber and Saw Mills.**—As a lumber producing point Minneapolis leads the world. The census of 1890 gives her first rank in the United States, her output of \$6,584,456 worth of lumber being 50 per cent. in excess of any other city in the country. The first attempt at utilizing the water power of the Falls of St. Anthony was for the purpose of sawing lumber. Lumber was the first article manufactured in Minneapolis. It was a staple product before there was any conception of the possibilities of the flour milling business, and it has always been a source of wealth to the city. In 1822 a small mill was erected at the falls to saw lumber for use at Fort Snelling. Its product was insignificant but for nearly 30 years it was the only mill at the falls. In 1848 the first private saw mill was put in operation and from then on the business gradually developed to its present enormous proportions. The number of mills has varied from time to time, but the capacity has quite uniformly increased. With the growth of the business, it became evident that it could not be accommodated at the falls, and a movement to more convenient points up the river has been under way for years, until now there is only one sawmill operated by water power. It has been found that steam generated by the mill

waste is not much more expensive than water power; while the boomage facilities and convenience to low priced yards, bear no comparison to the crowded region about the falls. Another cause for the removal of some of the mills was the passage of an ordinance prohibiting the piling of lumber in the central part of the city, as a precaution against fire. A long haul from mills to yards would alone have driven the mills away from the falls. The mills now occupy the river bank, at various advantageous points, for a distance of two or three miles above the falls. (Wash. Pk. and Camden Pl. electric line.) To understand the conditions, under which the lumber business of Minneapolis carried on, it is necessary to consider, first, the source of supply. The pine region of Minnesota occupies a territory northwest of Minneapolis, beginning within a comparatively short distance and broadening to the north so as to cover the greater part of the northern third of the state. Much the larger part of the pine is in the Mississippi valley. That part of it nearer Minneapolis has been largely cut off. The logs are all cut in the winter. Gangs of men and teams are sent out by Minneapolis firms to the pine lands, or "stumpage," owned by them, or on which they have bought standing timber. Rude camps are erected and the logs are cut and hauled to the lakes or water courses over the snow. With the spring thaw and break up the "drive" begins, and the loggers return to the city to find work in the mills, or to go out again for farm or railroad work during the summer. The work of driving the logs lasts for from a few weeks to three or four months, according to the distance and the



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stage of water. In dry springs the process is very slow and occasionally a large part of the winter's cut is "hung up"; that is, grounded in the shallows, and does not reach the mills till the following year. Driving is done by sturdy men who follow the logs in their slow course along the current, preventing them from lodging on the banks and breaking up "jams" or blockades. At a point some distance above the city the logs are taken in charge by the boom company which sorts those belonging to different owners and delivers them to the various mills where they are to be sawed. Most of the mills work night and day during the sawing season, which begins about May 1st and terminates with the freezing of the river in the late fall, or the exhaustion of the supply of logs. Modern machinery and methods, rapid and scientific sawing, economical and labor saving arrangements for handling the logs and finished lumber, characterize the saw mills of today. At night electric lights make the work almost as simple as in the day and reduces the liability to fire and accident. It is well worth the trouble to visit a large and well equipped saw mill. Standing first on the river bank one sees the logs selected by a nimble athlete in flannel shirt and coarse pants and boots, who steps from one to another as they roll over and over in the water, as composedly as if upon a solid floor. Endless chains with hooked and spiked attachments convey the logs up an inclined plane to the level of the sawing floor where they are speedily rolled upon the sawmill carriages and fed to the gang, circular or band saws, according to the quality of the timber, and the kind of lumber wanted. As fast

as sawed the lumber falls on rollers or movable trucks, by which it is conveyed to wagons. The waste is utilized for lath or shingles or cut into convenient stove lengths and sold as "mill wood." (See "Fuel.") Much of the sawdust, and some waste, is used under the boilers of the mills.

Minneapolis saw mills have an annual capacity of 750,000,000 feet but the average cut is only about three-fifths that amount as is shown by the following table of the amount sawed each year for some years past.

	Feet.
1890 .....	343,573,762
1891 .....	447,713,252
1892 .....	488,724,624
1893 .....	409,000,000
1894 .....	491,256,000
1895 .....	479,102,000
1896 .....	307,179,000
1897 .....	460,348,272
1898 .....	469,701,000
1899 .....	594,373,000

Minneapolis is also the receiving and shipping market for vast quantities of lumber manufactured elsewhere. (See "Booms," "Fuel," and "Commerce.")

**Lumber Exchange.**—A handsome, brown stone eleven story office building at the corner of 5th St. and Hennepin Av. The majority of lumber manufacturers and dealers of the city besides many financial institutions, have offices in this building.

**Lunches.**—The city is well supplied with lunch counters where anything from a sandwich to an elaborate meal can be had on short notice. The informality of high stools and the convenience of quick service make these places very popular with busy men. To accommodate night workers the better class of lunch counters keep open all night. Prices are quite uniform and so low that 25 cents will buy as much lunch as is ordinarily wanted. These establish-

ments are mostly in the region bounded by Hennepin, 1st Av. S., 6th and 2nd Sts. In the same locality are a number of very good restaurants, chop houses and lunch rooms where those who prefer the luxuries of table cloths and ordinary chairs find accommodation. Ladies may secure light lunches daintily served, at the caterers' establishments on Nicollet Av. and vicinity. (See "Caterers.")

**Lutheran Churches.**—Taken as a whole the Lutheran denomination is the strongest, in point of numbers, of the Protestant sects of the city.

**Augustana (Swedish).**—Cor. 11th Av. S. and 7th St.

**Bethania Chapel (Norwegian).**—Cor. 25th Av. S. and E. 22nd St.

**Bethlehem (Swedish).**—Cor. 14th Av. N. and Lyndale Av.

**St. Peters Danish Evangelical.**—Cor. 20th Av. S. and 9th St.

**Finnish Evangelical.**—N. 4th St. between 5th and 6th Aves.

**Immanuel Danish Evangelical.**—2012 24th Av S.

**Immanuel Evangelical (Norwegian).**—N. E. Monroe St. between 14th and 15th Aves. N. E.

**Immanuel (German).**—720 21st Av. S.

**Immanuel (Swedish).**—Cor. 4th Av. S. E. and 5th St.

**Immanuel Slavonic Evangelical.**—West side flats.

**Trinity Church Mission.**—Cor. 14th Av. S. and E. Lake St.

**Our Saviour's (Norwegian).**—Cor. 14th Av. S. and 7th St.

**River Flats Mission.**—West Side Flats.

**St. John's.**—Cor. 16th Av. N. and 3rd St.

**St. John's Evangelical (English).**—8th Av. S. between 4th and 5th Sts.

**St. John's (German).**—625 N. E. Main St.

**St. Olaf.**—Cor. 14th Av. N. and Bryant Av.

**St. Paul's.**—Cor. 15th Av. S. and 4th St.

**St. Paul's Swedish Evangelical.**—Cor. Bloomington Av. and E. 25th St.

**St. Peter's.**—N. 10th St. between 20th and 21st Aves.

**Salem Evangelical (English).**—Cor. Garfield Av. and W. 28th St.

**South Minneapolis Mission.**—Cor. 26th Av. S. and 8th St.

**South Side Mission.**—2436 25th Av. S.

**Trinity Norwegian and Danish Evangelical.**—Cor. 10th Av. S. and 4th St.

**Trinity (German).**—Cor. 9th Av. S. and 4th St.

**West Side Mission.**—Cor. 3rd Av. S. and 32nd St.

**Zion's.**—Cor. 24th Av. N. and 6th St.

**Lyceum Theatre.**—On Hennepin Av. between 7th and 8th Sts. It is not open regularly for dramatic performances and is used principally for lectures, concerts and other entertainments. (See "Theatres.")

**Macalester College.**—Between the two cities. It is a Presbyterian college and has a considerable amount of land and several buildings. Interurban electric line, transferring to Merriam Park line.

**Mails, Arrival and Departure of.** (See "Post Office.")

**Manual Training.** (See "Public Schools," "Industrial Education," etc.)

**Manufacturing.**—In early days the manufactures of Minneapolis were chiefly flour and lumber. These still retain the supremacy but other lines are pushing forward and taking a prominent place. Machinery, (farm, milling and general), farm implements, building material, furniture, boots and shoes, beer and liquors, wagons and carriages, street cars, woolen and knit goods, confectionery and scores of other branches are in a process of rapid development. Still there is room for additional establishments in most of these lines, and some favorable opportunities for the production of articles now imported from the east

have not been taken advantage of. The value of the manufactured product is estimated at \$150,000,000 and some 15,000 men were employed. The principal departments of manufacturing will be found treated under their appropriate heads.

**Masonic Temple.**—The Masonic Temple is the finest structure of its kind in the West, and is surpassed by but few in the country. The exterior view is imposing and at the same time ornamental and graceful. Covering a ground space of 88 feet on Hennepin Av. and 153 feet on 6th St., it rises eight stories in height. The material used in the construction is Ohio white sandstone. The architecture is Romanesque. The front entrance, on Hennepin Av. is striking and imposing in design. The hallway is of costly design, the floor being paved with mosaic tiling and the walls and ceiling wainscoted with pure white polished marble. The marble stairway rises at the right of the entrance, and on the left are two elevators. The building is fire proof throughout, and provided with all the modern conveniences. It is intended primarily for the use of the Masonic order, but the Knights of Pythias and Rawlins Post G. A. R. have comfortable quarters therein, and there are numerous office apartments. The rooms devoted to the Masonic lodges are, of course, the main feature of the building. On the second floor, and extending through two stories is the blue lodge room. This apartment occupies the center and the rear, and is 44 by 48 feet in dimensions. The frescoing is exceedingly rich and the furnishings are of the costliest material. Adjoining is the room occupied by the commandery. The armory occupies the corridors on the seventh

floor. The lodge room is one of the finest in the country. On the eighth floor of the building is the drill hall of the commandery. This ample apartment is 80x114 feet in size, and occupies the center and rear. The ceiling is supported by eight light steel arches, springing from the sides and rising by graceful curves. At the south end of the hall is a gallery with a seating capacity of 150. Opening from the south end of the drill hall is the parlor and next is the banquet hall which has a seating capacity of 200. Adjoining the banquet hall is a kitchen. The first move made toward erecting the Temple was in 1885. An organization was formed known as the "The Masonic Temple Association of Minneapolis." The site was purchased at a cost of \$61,000. The corner stone was laid Sept. 4, 1888, with appropriate ceremonies. The total cost of the structure was \$300,000. (See "Secret Societies.")

**Medical Schools.**—The medical department of the state University is the strongest college of medicine in the Northwest. Its faculty numbers many of the leading physicians of Minneapolis and St. Paul and special advantages are afforded the students. The Minneapolis College of Physicians and Surgeons, at 525 S. 7th is now the Medical department of Hamline University.

**Mending Bureaus.**—A number of establishments undertake to repair and press men's clothing regularly at a stipulated price per month, usually \$1. A list of these concerns may be found in the city directory.

**Merriam Park.**—A suburb midway between Minneapolis and St. Paul on the Chicago, Milwaukee & St. Paul R'y, and Interurban elec-

tric line. It is only twenty-five minutes ride from either city and a favorite residence suburb for St. Paul.

**Messenger Service.**—Boys for special messenger service are furnished on short notice by the American District Telegraph Company, Cor. 4th St. and Nicollet Av.; National Dist. Telegraph Co., 3rd and Hennepin; and the Guaranty Messenger Co., 314 2nd Av. S. They may be summoned by telephone or automatic signal from all hotels and many stores and offices.

**Methodist Episcopal Churches.**—With characteristic energy the Methodists organized in the frontier village of St. Anthony about a year before the other denominations. The first Methodist church was formed in 1849 and became the forerunner of the 22 churches and missions of the denomination of the present day which appear in the following list:

Bloomington Avenue.—Cor Bloomington Av. and E 32nd St.

Broadway.—738 N. E. Jefferson St.

Fairmont Park.—N. Minneapolis. First.—Cor. 9th Av. and 5th St. S. E.

Forest Heights.—2016 N. James Av.

Foss.—Cor. 11th Av. N. and 6th St.

Franklin Avenue.—Cor. 5th Av. S. and Franklin Av.

Hennepin Avenue.—Cor. Hennepin Av. and 10th St.

Lake Street.—Cor. W. Lake St. and Fremont Av.

Minnehaha.—Near Minnehaha Falls.

North.—Cor. 44th Av. N. and Emerson Av.

Simpson.—Cor. 1st Av. S. and 28th St.

Taylor Street.—Cor. 25th Av. N. E. and Taylor St.

Thirteenth Avenue.—13th Av. S. near 18th St.

Twenty-Fourth Street.—Cor. 23rd Av. S. and 24th St.

Wesley.—Cor. 1st Av. S. and Grant St.

Western Avenue.—Cor. Western and N. Irving Av.

In other conferences:  
Central German.—Cor. 13th Av. S. and 18th St.

North-East German.—Cor. 10th Av. N. E. and 2nd St.

North Minneapolis German.—Cor. 18th Av. N. and N. Lyndale.

Norwegian Danish.—Cor. 13th Av. S. and 9th St.

Swedish.—S. 7th St. between 10th and 12th Aves.

The resident bishop is Rev. Dr. I. M. Joyce, 1115 Nicollet Av.

**Metropolitan Opera House.**—On 1st Av. S. between 3rd and 4th Sts. The leading theatre of the city. It has an exceptionally large stage and capacious and comfortable auditorium. It is usually open during the entire season from late August to June and frequently presents light opera or other attractions during a part of the summer at popular prices. (See "Theatres.")

**Midway District.**—That portion of St. Paul lying between the city proper and Minneapolis. It comprises the suburbs of Merriam Park, St. Anthony Park, Macalester, Hamline and considerable farming and vacant land. The midway district is traversed by the Interurban and Como Interurban Harriet electric lines.

**Millinery.**—The leading millinery establishments are on Nicollet Av.

**Wedding Invitations** engraved in proper style, furnished by The Beard Art & Stationery Co., 624 Nicollet Ave., Minneapolis.

or the cross streets near the avenue. Some of the principle millinery stores are the following: Vose, 824 Nicollet; Holbrook, 820 Nicollet; Wallace, 515 Nicollet; Phillips, 45 S. 6th St.

**Mills.** (See "Flour and Flour Mills," and "Lumber and Saw Mills.")

**Milling District.**—The region at the foot of 6th Av. S., and adjacent to St. Anthony's Falls, in which the larger part of the flour mills are located.

**Mill Explosion.**—On a large tablet set in the wall of the Washburn "A" flour mill is an inscription in memory of fourteen men who perished in the great explosion of 1872. This disaster, wholly without precedent both as to cause and extent of damage, as resultant from explosion, called the attention of the whole world to Minneapolis for the time being. The disaster occurred at 7 o'clock in the evening. Eye witnesses saw first a sheet of flame and a volume of black smoke issue from the lower story of the Washburn "A" mill, followed almost instantly by the explosion. The concussion was so terrific as to partially wreck the surrounding mills and was felt as far away as St. Paul. Thousands of dollars worth of glass was broken in Minneapolis, the damage extending even to distant parts of the city. Not one of the employes of Washburn "A" escaped, so the exact cause of the explosion was never determined by verbal testimony. It was, however, satisfactorily concluded that fire broke out in the mill and that the explosion was occasioned by the ignition of flour dust mingled with the air. The walls of the "A" mill were leveled instantly. Five more mills were destroyed and five damaged, the whole loss of property being over a million dollars. The total loss of life was 18. Appliances were introduced, when the mills were rebuilt, which do away with the liability of the disaster. (See "Flour and Flour Mills.")

**Mill Wood.** (See "Fuel.")

**Minneapolis Academy.**—A thriving private school corner Harvard and Delaware Sts., S. E., near the University. The institution occupies its own well appointed building. It has grown into importance as a preparatory school for university and college. Interurban line.

**Minneapolis & St. Louis Railroad.**—A distinctively Minneapolis enterprise. The line runs south through a fertile section of Minnesota and Iowa to Des Moines and has direct trains for Chicago, St. Louis and Omaha. To Chicago through trains run via Albert Lea, Minn., and the Rock Island system and the line is known as the "Albert Lea Route." The Omaha service is via Fort Dodge, Ia., in connection with the Illinois Central and forms the shortest line to Omaha. Over the same route through cars are operated to Kansas City. A western division reaches Watertown, S. Dak., and a new line to the southwest, which will eventually be the direct route to Omaha, passes through New Ulm, Minn., and now terminates at Storm Lake, Ia. The M. & St. L. reaches the principal points on the south shore of Lake Minnetonka and during the summer frequent trains accommodate the cottagers and visitors.

The management of the M. & St. L. is vigorous and progressive and thoroughly in sympathy with Minneapolis interests. Edwin Hawley of New York is president, L. F. Day of Minneapolis vice-president and general manager, A. B. Cutts, general passenger and ticket agent and W. M. Hopkins, general freight agent. The general offices of the company are on the 11th floor of the Guaranty Bldg., and the city ticket office at 1 Nicollet House, Cor. Washington and Hennepin Aves. The pas-

senger station is at Washington and 4th Aves. N. (See "Railroads.")

**Minneapolis Club.**—The leading social club of the city. It maintains a handsome club house at the corner of 6th St and 1st Av. S. which is fitted in a most sumptuous manner, with all the accessories of a modern club. The membership includes upwards of 350 of the prominent business and professional men of the city and about 50 non-residents. The entrance fee for resident members is \$100 and the annual dues \$75; for non-residents \$50 and \$25. The president of the club is William C. Edgar and the secretary is Rueben Tomlinson.

**Minneapolis Improvement League.**—An organization of women with the purpose of improving the conditions of city life. Such work as the beautifying of the city, the encouragement of home gardens, and the maintenance of public playgrounds is carried on with much success. The work is practical and deserving of generous support. The league was organized in 1892. Mrs. H. F. Brown is president and Mrs. Robert Pratt, 1603 N. Bryant Av. secretary.

**Minneapolis Kindergarten Association.** (See "Kindergartens.")

**Minneapolis Society of Fine Arts.**—Is almost wholly the result of the untiring efforts of Dr. W. W. Folwell of the University of Minnesota. In January of 1883 he with 24 others, lovers of art, organized the Society of Fine Arts, an incorporated body. Dr. Folwell was also the first president of the society, and held the office until succeeded by the present incumbent, T. B. Walker who has been one of the most ardent sup-

porters and workers for the society. Up to 1886 all that the society accomplished was in promoting the love and study of art by means of loan exhibitions and in other general ways. In April of that year an art school was opened and supplied with temporary quarters till the close of 1889 when the completion of the new library building gave access to the handsome rooms now occupied by the society and school. The working rooms of the students of the art school are in the northwest corner of the third story of the building adjoining the art gallery. They are light and airy and admirably suited to the purpose. The art gallery is one of the strong features of the art society's work. In it are placed a number of fine paintings loaned by T. B. Walker and others. Six paintings presented by James J. Hill are the property of the Library Association. The exposition casts of statuary, the finest collection of its kind in the country, are distributed about the building. Containing, as it does, most of the masterpieces of the Greek and Roman artists, the value of this collection as studies for the art students can scarcely be estimated. The art school maintains classes in antique art, still life, portrait painting, and one for children Saturday mornings.

The gallery is open to the public every week day from 10 a. m. to 12 noon and from 1:30 p. m. to 6 p. m.; and on Sundays and holidays from 2 to 6 p. m. (except that in winter the gallery closes at dusk). The gallery is not open in the evening.

The school of fine arts is supported largely by contributions from the individual members of the Society of Fine Arts. Robert Koehler is director. (See "Public Library.")

### **Minneapolis, St. Paul & Sault Ste Marie Railway.**

—One of the characteristic enterprises of Minneapolis was the construction of the Minneapolis, St. Paul & Sault Ste Marie R'y, commonly known as the "Soo" line. The city had been at the mercy of Chicago whose influence upon the lines between Minneapolis and the southeast was detrimental to the interests of the Flour City. Chicago was the only outlet to the east and Minneapolis must needs pay tribute. The need of a direct line to the seaboard which should be able to make rates in the interests of Minneapolis was urgent; accordingly the road was built. It was the Minneapolis way. A direct route of 500 miles to Sault Ste Marie was taken and the road was opened in 1888 in connection with the Canadian Pacific. Tide water was reached at Montreal in less miles and time than was possible via Chicago. The line has proved to be the key of the rate situation and the emancipator of Minneapolis from the domination of any rival point. It has become a favorite line for the shipment of flour and grain to the east and for export.

With the completion of the line to Sault Ste Marie the necessity of a western feeder became evident and the result was the construction of a line from Minneapolis northwest through Minnesota and North Dakota to the international boundary where connection was again made with the Canadian Pacific and a transcontinental route opened to Puget Sound. The line, east and west, traverses beautiful country and reaches some of the best fishing and hunting districts in the Northwest. It is therefore a favorite with sportsmen.

The general offices are in the Guaranty Bldg., the city ticket office is in the same building, 119 S. 3rd St., the passenger trains use the "Milwaukee" station at Washington and 3rd Av. S. Thomas Lowry is president, E. Pennington, general manager and W. R. Callaway, general passenger agent. (See "Railroads.")

**Minnehaha Creek.**—The outlet of Lake Minnetonka. It flows in a generally easterly course along the southern boundary of Minneapolis, draining several lakes and finally falling over the cliff near the Mississippi river thus forming Minnehaha Falls.

**Minnehaha, Falls of.**—The Falls of Minnehaha are perhaps the most widely celebrated of the natural curiosities of the Northwest. Since Longfellow sung of the deeds of Hiawatha, Minnehaha has been an object of the curiosity and admiration of travelers. The Falls are formed by Minnehaha creek, (the outlet of Lake Minnetonka) which after a devious course of 25 miles, plunges over a cliff 50 feet high, just before joining the Mississippi river. Below the Falls the stream follows a beautiful glen which is all a part of Minnehaha Park. Minnehaha electric line. About six miles from the center of town. (See "Park System," "Drives," "Bicycle Paths.")

**Minnehaha Park.**—Consists of 122 acres surrounding Minnehaha Falls (which see). This park contains a zoological collection, a pony track and abundant facilities for picnics.

**Minnehaha Parkway.**—Extends from Lake Harriet along the banks of Minnehaha creek to the Falls, about five and one-half miles. It is

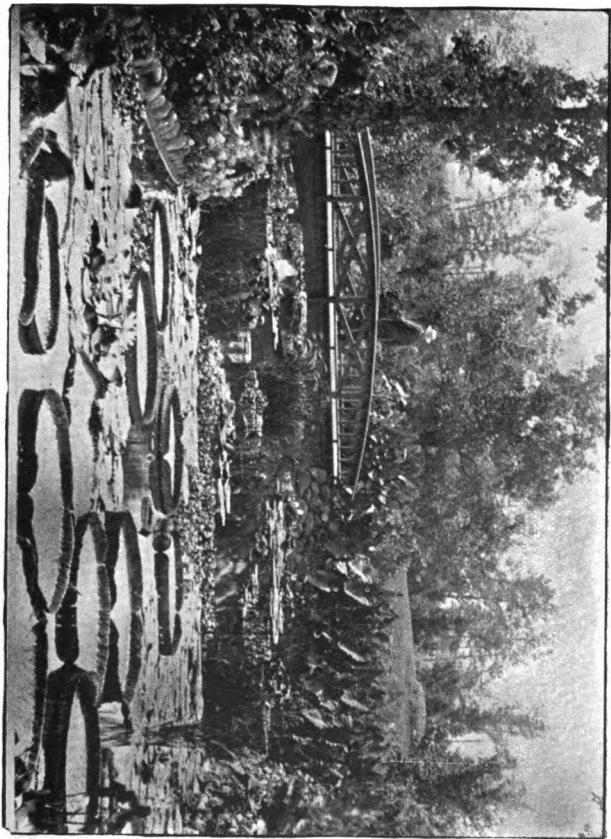


a charming drive and one of the most important links in the park system. Bicycle paths have been constructed at points where the roadway is not well suited to wheeling and the route is a favorite with wheelmen. (See "Park System" and "Drives.")

**Minnesota Academy of Natural Science.** (See "Academy of Natural Science.")

**Minnetonka.**—Lake Minnetonka lies slightly southwest of the center of Minneapolis and within easy reach by three lines of railroad. Its eastern arm is only about seven miles from the city limits. Since the days of the first settlers this lake has been renowned for its beauty; in recent years it has established a wide reputation as a summer resort. Except that it is rather larger than the average, Lake Minnetonka is, perhaps, as perfect a physical type of the northwestern lake as could be selected. It possesses to a marked degree the characteristic irregularity of outline which constitutes the chief sources of beauty in the lakes of this region. The voyager upon its waters is bewildered by the multitude of channels and inlets, the unexpected opening of new vistas of blue water, the seemingly exhaustless resources of delight to the sense of sight. The extreme eastern and western points of the lake are scarcely a dozen miles apart, but the shore line measures about 115 miles. This wonderful length includes, in addition to countless bays and deep arms, as well as long points which nearly divide the lake, the shores of some ten or a dozen islands. In making the tour of the lake the steamers usually follow a course, which, though touching only the principal landings is at

least 40 miles long. The lake is divided by a narrow marsh near the center into the "upper" and "lower" lakes; the latter being, of course, the part from which flows Minnehaha creek. The "lower lake" is much the larger portion and contains the wide expanse which won the Sioux name of "Broad-water." As the greatest length is from east to west the principal shores of Minnetonka naturally received the designation of the "north shore" and "south shore." The north shore is reached by the Great Northern R'y, which skirts the "lower lake" and passes through the town of Wayzata, the nearest point to Minneapolis on the lake. From Wayzata steamers start upon their daily trips about the lake. Just west of the village the main line of the railroad leaves the lake but a branch, used only in summer, follows the sweep of the shore and crossing the "north arm" reaches Minnetonka Beach. Here is the Lafayette Club house. Two miles beyond the branch road terminates at Spring Park, where extensive picnic grounds are located. Between Wayzata and Spring Park there are numerous way stations used by the owners of the cottages which line the lake shore. These cottages range from rough board shanties to palatial villas costing thousands of dollars. They are mostly owned and occupied by citizens of Minneapolis, though some are inhabited every season by people from distant points. On the south shore is the village of Excelsior, the largest town upon the lake. Across an adjacent bay is the Lake Park Hotel, and in a bay on the eastern shore, about two miles northeast of Excelsior, is the Hotel St. Louis. The latter is the terminus of the Minnetonka branch of the C. M. & St. P. R'y and it may also be reach-



GIANT LILY PADS IN COMO PARK, ST. PAUL.

COMO INTERURBAN HARRIET ELECTRIC LINE.

# The Minneapolis Times



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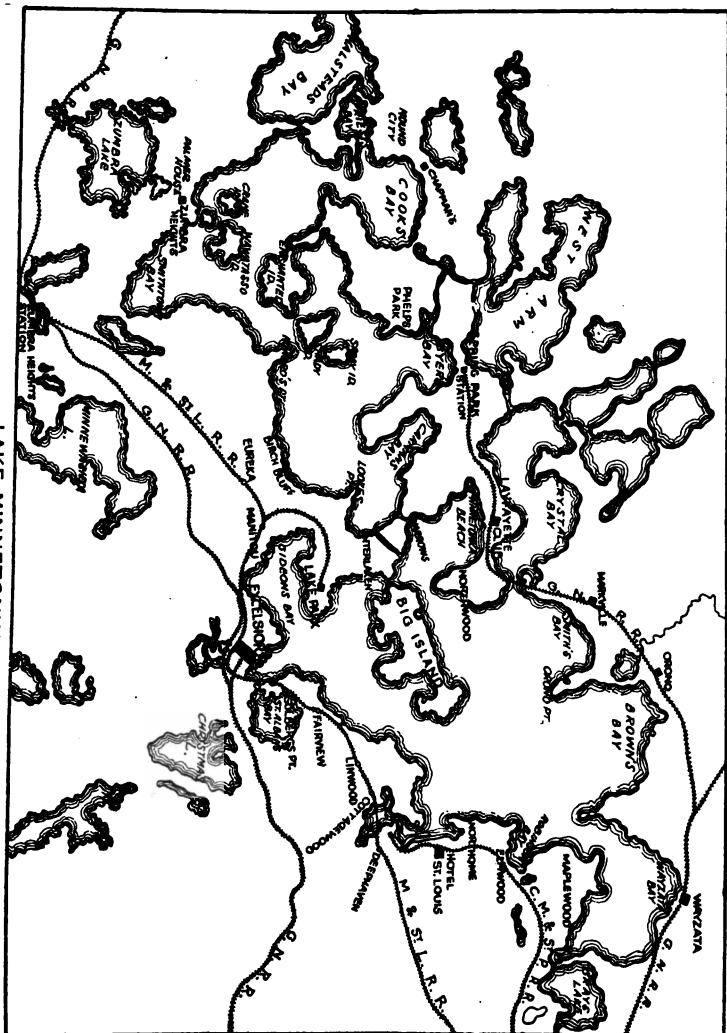
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ed by the Minn. & St. L. R'y which passes near and skirting the shore reaches Excelsior and Lake Park. At Excelsior there are a number of good hotels and many summer boarding houses; cottages abound at every available point on the "lower lake." The "upper lake" is less accessible and more beautiful and romantic. The only railroad station is Spring Park. Small steamers meet the trains at Spring Park and convey passengers to Shady Isle, Zumbra Heights, Mound City, and various private landings.

During the summer there is much gaiety at the lake. Parties at the hotels, concerts, excursions, yacht races, fishing and similar amusements fill up the time. It is the custom with many families to occupy their cottages from early May till late in the fall. The hotels are open from perhaps the middle of June till Sept. 1 and steamers make the trip of the lake during about the same period. As the city may be reached from almost any point in about half an hour, business men find it convenient to live at the lake and come to the city each morning; it being in fact nothing less than a very beautiful and charming summer suburb.

Board for the season may be obtained at rates slightly in advance of city charges. Boats are to be had at all the principal landings. Fishing is fair and may be enjoyed without the inconvenience attending a trip to a remote lake.

**Mississippi River.**—One of the most interesting sights in Minneapolis is, quite naturally, the Mississippi river. In all its course of nearly 3,000 miles the "Father of Waters" is nowhere more attractive than here. It is at Minneapolis that the great

river loses its character as a rapid, tortuous lumbering stream and begins its course of 2,200 miles as a navigable stream. Minneapolis interests are closely identified with the Mississippi. The great water power afforded by the Falls of St. Anthony led to the founding of the city; the same power developed has been one of the chief factors in its growth; the river has brought millions upon millions of feet of logs from the pines of the north to supply the second great manufacturing industry of the city; and lastly Minneapolis is at the head of navigation, and with improvements now begun, will reap large benefits from the commercial advantages of this position with regard to the Mississippi valley. At Minneapolis the river has an average width of perhaps 1,200 feet. Above the falls its placid surface is well covered with log booms; below, it dashes off in furious rapids for a half mile, and courses for miles between high and exceedingly picturesque cliffs. Delightful views of this gorge may be had from half a dozen bridges. The source of the Mississippi is near Lake Itasca which is only about 150 miles from

**For approaching weddings** a picture properly framed would seem to be a most satisfactory gift. A picture is at once useful, beautiful and permanent, with an ideal quality which for a present would seem to be preferable to something of the merely material character. The Beard Art & Stationery Co., 624 Nicollet Ave., Minneapolis.

Minneapolis in a direct line but by the devious course of the river channel is several times that distance.

**Municipal Court.**—Has power to try civil actions where the amount in controversy does not exceed \$500 or where the title to real estate is not involved, but cannot issue writs of

**habeas corpus, mandamus or injunction.** It also has exclusive jurisdiction in criminal cases arising within the city limits. In cases of violation of the state laws the municipal judge sits as a justice of the peace, but in offences against the city ordinances he has exclusive jurisdiction and can impose penalties not exceeding a fine of \$100 or 90 days' imprisonment in the county jail or city workhouse. Complaints in criminal cases may be made to either the judge or clerk of the court, and must be in writing and sworn to. There are two judges to this court, a municipal judge and a special judge, who have equal rank. The court is held in rooms on the first floor of the court house.

**Musical Societies and Clubs.**—A list of the principal musical societies and clubs is as follows:

**Apollo Club.**—305 Metropolitan Music Co. Bldg., 41-43 S. 6th St.  
**Arpl Quartette.**—202 Washington Av. S. 2nd floor..

**Danz Orchestra.**—41-43 S. 6th St. Frank Danz, director.

**Harmonia Society.**—1231 N. Washington Av.

**Ladies' Thursday Musicales.**—402 Metropolitan Music Co. Bldg., 41-43 S. 6th St.

**Masonic Quartette.**—314 Masonic Temple.

**Normandenes Singing Society.**—Dania Hall, Cedar Av. Eric Oulie, director.

**Philharmonic Club.**—51 S. 4th St. Sappho Ladies Quartette.—526

Forest Av.

**Schubert's Orchestra.**—606 Nicollet Av.

**National Banks.** (See "Banks.")

**National Guard.**—Eight companies of infantry and one battery of artillery is the contribution of Minneapolis patriotism to the organization of the National Guard, State of Minnesota. The companies include 600 men. Four companies belong to the First Regiment and four to the

Fourth Regiment Reserve Infantry. The battery belongs to the First Battalion of Artillery. Their armory is on 8th St. near 1st Av. S. Some very fine drilling has been done by the various companies. Awards for individual drill stimulate to efficient and painstaking work. The First Regiment companies are A, B, F and I, commanded respectively by Captains Roy Pearse, F. B. Rowley, Don. F. Fitzgerald and Frank T. Corrison. The Fourth Regiment companies are C, D, E and M, commanded respectively by Captains S. G. Fulcrut, Washington Smith, Chas. Clay and George K. Belden. Capt. C. C. Bennett commands Battery B. (See "Armory.")

**New Boston.**—The popular name for the locality surrounding Central Av. and 25th Av. N. E. Take 8th and Central electric cars.

**Newsdealers.**—Leading news stores are: The Century, 6 S. 3rd St.; J. E. Hall, 526 Nicollet Av.; W. S. Bell, Guaranty Bldg. Most of the bookstores, some of the stationery stores and many stands in the hotels, office buildings, depots and in all directions through the city, sell current periodicals and the leading daily papers.

**Newspapers and Periodicals.**—In proportion to its size, as compared with other cities, Minneapolis has few daily newspapers. Its class and trade publications are numerous and important. Below is given a complete list, classified as to frequency of publication and with the yearly subscription price and place of publication:

**Daily.**

**Daily Report.**—240 Godfrey Bldg., Cor. 3rd St. and 4th Av. S. Financial and legal records.

**Journal.**—(Evening except Sun-

days).—\$4. 47 and 49 S. 4th St. Independent Republican.

Market Record.—108 S. 3rd St. \$3. (Evening except Sunday.) Grain Markets.

Minnesota Daily.—University of Minnesota. \$2. (During College year.)

Railway and Hotel News.—257 1st Av. S.

Times.—(Morning.) \$4. 49 S. 4th St. Independent.

Tribune.—(Morning daily, \$4, evening except Sunday, \$4.) 61-63 S. 4th St. Republican.

Tidende.—\$2. 47 S. 4th St. Norwegian.

Volkszeitung.—Daily \$5, and semi-weekly, \$2. 821 Phoenix Bldg. Weekly.

Ariel.—During college year at the university.

Chronicle.—\$1. 1627 N. Washington Av.

Commercial Bulletin and Northwest Trade.—718-725 Boston Bldg. \$2. Saturday. Mercantile.

Court Record.—235-240 Godfrey Bldg., Cor. 3rd St. and 4th Av. S.

Echo de L'Ouest.—\$1. Thursday. 35 Collom Bldg. French.

Folkebladet.—\$1. 1900 Riverside Av. Norwegian.

Forskaren.—\$1.50. 1119 S. Washington Av. Swedish.

Free Baptist.—\$1.50. 1104 Edison Bldg. Religious.

Freie Presse Herald.—49 S. 4th St. Illustrated Familie Journal.—\$1.50.

235 5th Av. S. Improvement Bulletin.—\$5. 912-913 Lumber Exchange. Building.

Irish Standard.—\$2. Saturday. 51 S. 4th St.

Item.—50c. 213 Plymouth Av. Lutheranen.—\$1. 225 Cedar

Av. Norwegian.

Luthersk-Börneblad.—225 Cedar Av. Norwegian.

Midland Christian Advocate.—\$1.50. Thursday. 1105 Lumber Exchange. Religious.

Mississippi Valley Lumberman.—\$2.50. 1011 Lumber Exchange.

N. E. Argus.—2516 Central Av. Local.

North & West.—\$2. Thursdays. 1111-1112 Lumber Ex. Presbyterian.

Northwestern Congregationalist.—\$1.50. Religious.

Northwestern Guardsman.—\$1. 617 Guaranty Bldg. National Guard.

Northwestern Miller. Friday. 118 S. 6th St. Milling.

Progress.—\$1. 417 Hennepin Av. Progressive Age.—\$1. 912 North-

western Bldg. Prohibition. Register.—Saturday. Bank of

Commerce Bldg. Representative.—\$1. 622 Boston

Blk. Populist.

South Minneapolis Telegram.—\$1 Saturday. 827 Cedar Av. Local.

Svenska Amerikanska Posten.—\$1 53 So. 4th St.

Svenska Folkets Tidning.—\$1. Wednesday. Windom Bldg., Wash-

ington and 2nd Aves. S. Svenska Roman Bladet.—\$1.50.

1229 S. Washington Av. Ugebladet.—\$1. 235 5th Av. S.

Veckoblad.—\$1.50. 215 S. 6th St. Swedish. Religious.

Weekly Mirror.—\$1. 734 Lumber Exchange.

Semi-Monthly.

Farm, Stock and Home.—50 cents. 814 Lumber Exchange. Agricultural.

Northwestern Agriculturist.—50 cents. 1237 Guaranty Bldg.

Northwestern Lancet.—\$2. 734 Lumber Exchange.

Skandinavisk Farmer Journal.—50 cents. 235 5th Av. S. Agricul-

tural. Scandinavian. Skördemannen.—75 cents. 2625

Chicago Av. Swedish Agricultural. Svenska Familj Journal.—\$1. 235

5th Av. S. Scandinavian.

Monthly.

American Land & Title Register.—\$1. 503 Kasota Bldg.

Cigar and Tobacco Journal.—418 Boston Bldg.

Conference Examiner.—\$1. 1815 Laurel Av.

Farm Implements.—\$1. 1005 Lum-

ber Exchange. Trade. Furniture News.—\$1. 1005 Lum-

ber Exchange. Trade. Gittit.—\$1.25. 11 Collom Bldg.

Swedish musical. Housekeeper.—50 cents. 51-53 S.

4th St. Minneapolis Homeopathic Maga-

zine.—\$1. 608 Nicollet Av. Minnesota Horticulturist.—\$1. 207

Kasota Bldg. Minnesota Magazine.—University

of Minnesota. Students. Northwestern Horseman & Stock-

man.—\$1. 43 S. 4th St. Pythian Advocate.—\$1. 401 Nic-

ollet Av. Knights of Pythias. School Education.—\$1. 26-28 S.

Washington Av. What to Eat.—\$1. 822 Lumber Exchange.

Young People's Companion.—25c.  
2625 Chicago Av.

**New York Life Building.**—One of the finest office buildings in the city was completed in 1890 by the New York Life Insurance Co. It stands at the corner of 5th St. and 2nd Av. S. with a frontage of 150 feet on the former and 99 feet on the latter thoroughfare. In exterior appearance it is massive and substantial. The lower stories are of St. Cloud granite, with pressed brick above topped with an artistic balustrade and cornice of terra cotta. While the outside is almost severely simple, the inner vestibule and corridors are magnificent. A lobby with walls of marble leads to an inner court finished in rare marbles in the style of the Italian Renaissance. The blending of the fine tints of costly stones with gilded decorations and color effects from the stained glass arch above, give an almost oriental magnificence to the place. On either side are spacious banking rooms 76 by 40 feet in size, floored with marble and richly wainscoted with cherry. Four elevators lead to the upper floors. All the offices are finished with cherry and are conveniently arranged. On the upper floor is a law library, with 10,000 volumes, free to tenants of the building, provided with commodious reading-rooms. Throughout the building is perfectly fire proof and equipped with every modern appliance. There are about 240 offices. The whole cost of the building and site was about a million dollars. As in the other beautiful buildings of Minneapolis, visitors are always welcome.

**Nicollet Avenue.**—Beginning at Bridge Square Nicollet Avenue takes a southwesterly course to Grant St. and thence due south to the city lim-

its. It is the most prominent street in the city. From 1st to 8th Sts. it is crowded with retail stores and in fact almost monopolizes this class of trade. Architecturally the street is above the average. Its chief structures are the Andrus Bldg., Syndicate Blk., Minnesota Loan and Trust Company's building, The Glass Block, Dayton Bldg. and Plymouth congregational and Westminster Presbyterian churches. Nicollet Avenue is 80 feet wide. It is paved with granite below Washington Av. and with asphalt from Washington to 10th St. From Grant St. it is the route of the electric line to Washburn Park.

**Nicollet House.**—The oldest hotel in the city. It fronts on Washington, Nicollet and Hennepin Aves.; that part directly upon the corner of Washington and Hennepin having been erected in 1857.

**Nicollet Island.**—Directly opposite the center of the city and only a few hundred yards above the St. Anthony Falls. It is about half a mile long and divides the Mississippi river into the east and west channels. The latter is spanned by the "steel arch" bridge and the former by a stone arch bridge, the two forming with Bridge St. connecting, the main thoroughfare to the east side. At the lower end of the island, factories and ice houses fill all the available space. The upper and larger portion is occupied by residences.

**Northeast Minneapolis.**—That part of the city lying in the eastern district and north of Central Av. and Division St. A popular term.

**North Minneapolis.**—The common designation for that part of the west division lying north of 4th Av. N.

**Nurses.**—A training school for



nurses is maintained by the Northwestern Hospital Association, 2627 Chicago Av., and diplomas furnished upon graduation. A good nurse can usually be obtained by applying to any of the hospitals or to some reputable physician.

**Oak Grove.**—(W. 17th St.) Received its name from the large oak trees growing on the slope, through which it takes its course. It is one of the beautiful residence streets of the city.

**Oak Lake.**—A section of the city lying between Western Av. and 6th Av. N. and Lyndale and Hoag Aves. It is laid out in park style. Western and 2nd St.; and 4th Av. S. and 6th Av. N. electric lines.

**Oak Park.**—A slightly locality north of 6th Av. N., and west of Humboldt. It occupies high ground overlooking the city. 6th Av. N. cars.

**Office Buildings.**—Minneapolis is well supplied with office buildings of a high order. For a list of the more important ones see "Buildings."

**Old Books.** (See "Book Stores.")

**Oldest House.**—The first house erected in Minneapolis (west side) was that of Col. John H. Stevens built in 1849 on the bank of the river where the Union passenger station now stands. It was removed, years ago, to 16th Av. S. between 4th and 5th Sts. and later to Minnehaha Park where it is preserved as a memento of the early days of the city.

**Omnibuses.**—A responsible concern operates busses for the transfer of passengers between depots and hotels; and pleasure omnibuses for excursions, may be had at the large livery stables.

**Opera Houses.** (See "Theatres.")

**Organs.**—The finest pipe organs in the city are in the following churches: Plymouth, Westminster, First Baptist, Church of the Redeemer and First Congregational.

**Orphan Asylums.** (See "Ben-  
evolent Societies and Institutions.")

**Parcel Delivery Companies.**—A full list with location of offices may be found in the city directory. They will be found convenient for the delivery of small packages especially where there are many for different addresses.

**Park Avenue.**—A handsome residence street corresponding to 7th Av. S., south from 10th St. It is 100 feet wide and is paved with asphalt.

**Park Avenue Congregational Church.**—At the corner of Park and Franklin Aves.; was completed in 1888 at a cost of about \$75,000. The church was organized on Oct. 14, 1867 with 20 members; it now has about 400 and a Sunday school enrollment of over 300. 8th and Central electric line.

**Park Commissioners.** (See "City Officials and "Parks.")

**Parks and Parkways.**—Below are given lists of the parks and parkways and boulevards of the city. For a full description see "Park System" and the different parks in their appropriate alphabetical position:

#### Parks.

Barnes Place.—0.57 acres; Elwood Av. and 8th Av. N.

Calhoun Terrace.—20.50 acres; east side of Lake Calhoun.

Cedar Avenue Triangle.—0.021 acres; Cedar Av. and 7th St. S.

Clifton Triangle.—0.034 acres; Clifton Av. and Clifton Pl.

Columbia Park.—166.20 acres; Central Av. and 31st Av. N. E.

Cottage Park.—0.50 acres; James Av. and Illon Av. N.

Elliot Park.—4 acres; 8th St. and 9th Av. S.

Franklin Steele Square.—1.54 acres; Portland Av. and 16th St.

Farview Park.—20.82 acres; Lyndale Av. and 26th Av. N.

Glen Gale.—1.65 acres; Irving Av. and 23rd Av. N.

Glenwood Park.—57.10 acres; Western Av. and Abbott Av. N.

Highland Oval.—0.058 acres; In Highland Av. near Royalston Av., in Oak Lake Addition.

Hillside Triangle.—0.50 acres; Hillside Av. and Logan Av. N.

Hiyata Park.—10.30 acres; Kenwood Parkway and Fremont Av.

Interlachen.—25.50 acres; south of Lake Calhoun.

Irving Triangle.—0.11 acres; Irving Av. and 22nd Av. N.

Lake of the Isles Park.—154 acres; surrounding and including Lake of the Isles.

Lakeside Oval.—0.316 acres; north of Lakeside Av. in Oak Lake Addition.

Logan Park.—10.08 acres; Broadway and Monroe St.

Loring Park.—36.06 acres; Hennepin Av. and Harmon Pl.

Lovell Square.—1.35 acres; Irving Av. and 10th Av. N.

Lowry Triangle.—0.16 acres; Hennepin Av. and Vineland Pl.

Lyndale Park.—61.26 acres; between Lake Harriet Boul. and Lake-wood Cemetery, from King's Highway to Penn Av. S.

Minnehaha Park.—125.25 acres; at Minnehaha Falls.

Mount Curve Triangle.—0.05 acres; Mount Curve and Fremont Aves.

Murphy Square.—3.33 acres; 22nd Av. S. and 7½ St.

Newton Triangle.—0.12 acres; Hillside Av. and Newton Av. N.

Normanna Triangle.—0.073 acres; Minnehaha Av. and 22nd St. E.

Oak Lake.—1.33 acres; between Lakeside Av. and Border Av. in Oak Lake Addition.

Oak Park Triangle.—0.35 acres; 6th Av. N. and Elwood Av.

Oliver Triangle.—0.04 acres; 21st Av. N. and Oliver Av.

Powderhorn Lake Park.—52.26 acres; 10th Av. S. and 32nd St.

Rauen Triangle.—0.027 acres; 11th Av. N. and 5th St.

Riverside Park.—19.78 acres; 6th St. and 26th Av. S.

Royalston Triangle.—0.20 acres; 6th Av. N. and Royalston Av.

Stevens' Place.—0.06 acres; Portland Av. and Grant St.

Svea Triangle.—0.089 acres; Riverside Av. and 26th Av. S.

Van Cleve Park.—6.97 acres; Como Av. and 14th Av. S. E.

Wilson Park.—1.13 acres; 12th St. N. and Hawthorne Av.

Windom Park.—8.63 acres; Johnson St. and 25th Av. N. E.

Washington Triangle.—0.04 acres; Washington St. and 8th Av. N. E.

#### Boulevards and Parkways.

Calhoun Terrace.—1.33 miles, east bank of Lake Calhoun.

Dean Boulevard.—¾ mile from Lake of the Isles (west side) to Calhoun.

East River Bank Parkway.—2.45 miles from University to city limits.

Hennepin Avenue Boulevard.—1.77 miles continuation of Hennepin Av. from Douglas Av. to W. Lake St.

Interlachen Drive.—.25 miles, from Lake Calhoun to Lake Harriet.

Kenwood Parkway.—1.68 miles from Hennepin Av. opposite Central Park west and south through Kenwood to Lake of Isles Boulevard.

Kings Highway.—1.2 miles, same as Dupont Av. from 38th to 46th Sts. and via latter to Lake Harriet.

Lake Harriet Boulevard.—3½ miles; the Parkway encircling Lake Harriet.

Lake of the Isles Boulevard.—3.57 miles; the parkway around Lake of the Isles.

Lyndale Boulevard.—2.1 miles; Lyndale Av. N. to Farview Park.

Minnehaha Parkway.—5.55 miles from Lake Harriet to Minnehaha creek and thence to Minnehaha Park. Stinson Boulevard.—.75 miles; N. E. Minneapolis.

(See "Park System.")

**School teachers** and superintendents should inquire of The Beard Art & Stationery Co., 624 Nicollet Ave., about their special plan for exhibits of pictures for schools and clubs. Pictures may thus be secured where no fund is available for their purchase.

**Park System.**—Nature has supplied Minneapolis with all the requisites for the finest park system in the world. All that has been done in the way of improvement has simply been along the line of wise adap-

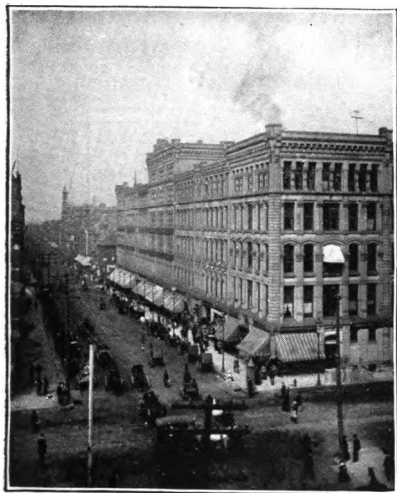
tation of the natural advantages lying ready to the hand. But it required courage, wisdom and forethought, to bring about the present admirable condition of the park properties of the city.

Stated briefly the park system embraces a general plan of medium sized neighborhood parks, at convenient distances throughout the city, with an elaborate system of parkways and boulevards skirting the lakes, and the gorge of the Mississippi, and connecting several large parks in the outlying districts. The presence within or adjoining the city limits of several slightly ridges, no less than a dozen beautiful lakes, the picturesque Minnehaha creek (the outlet of Lake Minnetonka) and the renowned Minnehaha Falls, left no lack of natural material. Building on these natural gifts, and supported by public opinion, and favorable legislation, the gentlemen in charge of the parks have accumulated for the public, park properties valued at about \$5,000,000 and amounting to one acre to each 150 of the city's population, a larger area in proportion to population than any other American city. The city owns about 1,550 acres of park area with connecting and encircling drive-ways aggregating 24 miles in length.

**Board of Park Commissioners—**The board of park commissioners was created in 1883. The law provides for the election of twelve commissioners who with the mayor, ex-officio, the chairman of the committee on public grounds and buildings, and the chairman of the committee on roads and bridges of the city council, ex-officio, constitute the board. It has power to obtain title to lands by purchase or condemnation and to assess the value of lands selected for parks upon the surrounding benefitted prop-

erty. The board further has power to issue bonds to pay for property acquired, close streets which may divide lands bought for park purposes, construct bridges, adopt police regulations and acquire and control park ways. One very valuable power given the board is that of planting and controlling shade trees on any streets or public grounds in the city.

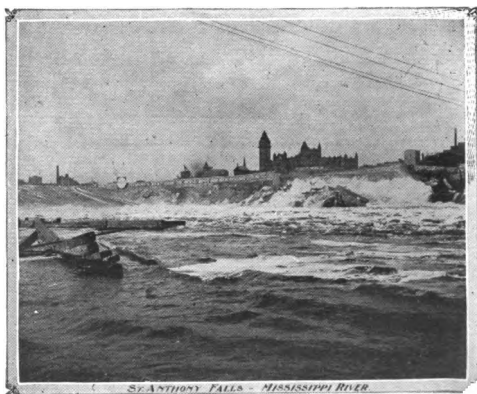
**The Park System.**—A look at the map will show that four large lakes lie along the southwestern boundary of the city while Minnehaha creek winds its way near the southern limits, finally tumbling over the cliffs and forming Minnehaha Falls, in the extreme southeasterly corner of the city. To reach these points of interest was of course the object of the park board in laying out the park system. The beautiful Loring Park (described elsewhere under its own heading) was, from its location the natural point of beginning, and the place to which one must repair who wishes to view the park system most advantageously. Due west from Loring Park extends Kenwood parkway. It is a broad avenue with walks and double rows of trees on either side. Like all the boulevards, it is beautified with occasional flower beds and ornamental shrubbery. Further on the drive occupies a ridge extending in a general southwesterly direction and commanding fine views of the city and the lakes. At its southernmost end it connects with Lake of the Isles Boulevard which completely encircles the charming little lake of that name. Next south and connected by a drive of a few hundred yards is Lake Calhoun along whose eastern and southern shores the boulevard continues now rising high above the water and again dropping almost to the level. A short



**SYNDICATE BLOCK.**

NICOLLET AVENUE,  
BETWEEN FIFTH AND SIXTH STREETS.

**ST. ANTHONY FALLS.**



J. F. CONKLIN  
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**J. F. CONKLIN & CO.**  
**REAL ESTATE**  
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St. Paul.**

**REFERENCES.**—Thomas Lowry, John DeLaittre,  
Judge M. B. Koon, J. W. Raymond (Pres. N. W.  
National Bank), Minneapolis; First National Bank,  
Minneapolis; W. D. Barbour & Co., New York; Laur-  
ence Minot, Boston.

distance farther south is Lake Harriet around which extends the most beautiful part of the parkway system. The natural contour of the lake shore has been preserved, in most places, with admirable effect. Between Lakes Calhoun and Harriet and north of the latter is a large tract of land acquired partly by the gift of the late Col. Wm. S. King and partly by purchase. From Lake Harriet southeasterly the parkway system extends along Minnehaha creek to the Falls. The driveway winds along the shores of the romantic stream, occasionally crossing and approaching or diverging as the formation of the land suggests. At Minnehaha Falls the parkway reaches a park of 123 acres which, with the adjoining grounds of the Minnesota soldiers home, form 173 acres of parked land. From this point the line of improvement is very likely to include a boulevard along the summit of the Mississippi river cliffs to Riverside Park about a mile below St. Anthony Falls.

There are certain outlying parks and boulevards which as yet have no connection with the main system but with its development will be made a part of the whole. Of these Glenwood Park, a recent acquisition, Farview Park in North Minneapolis and several parks in the east division are the most prominent. Facts relating to the various parks are to found under their own individual headings. (See "Parks," "City Officers," and "Government.")

**Parochial Schools.**—Schools connected with the Catholic church of the city have an enrollment of about four thousand pupils and are as follows:

The Christian Brothers, high

school for boys, Nicollet Island; Immaculate Conception, 3rd St. and 3rd Av. N.; Holy Angels' Academy, 643 N. 4th St.; Holy Rosary, 18th Av. S. and 24th St.; St. Joseph, 5th St. and 11th Av. N.; St. Anthony of Padua, 2nd St. between 8th and 9th Aves. N. E.; St. Boniface, Cor. 2nd St. and 7th Av. N. E.; Our Lady of Lourdes, Prince St. near Central Av.; St. Elizabeth, 1412 8th St. S.; Sisters of the Good Shepherd, Bloomington Av. and 27th St.

**Patrol Limits.**—The boundaries of the region in which by special legislation the saloons of the city are compelled to remain. This district is almost exclusively what is usually called the business region, making the residence parts of the city practically prohibition localities. (See "Saloons.")

**Patrol Wagons.** (See "Police.")

**Paving.**—Minneapolis has over 100 miles of paved streets. Asphalt, brick, granite and cedar blocks are the materials principally used. There are over 130 miles of curb and gutter in place. Most of this is of substantial quarried stone, though an artificial cement curb is sometimes used. (See "Streets" and "Public Improvements.")

**Periodicals.** (See "Newspapers and Periodicals" and "Newsdealers.")

**Philharmonic Club, The.** — A musical society of ten years' standing. Its active membership is about 120 and its associate membership 400. The chorus of ladies and gentlemen constituting the active membership gives three concerts each season which are accounted among the best musical events. Frederick Fayram, 51 S. 4th St., is president and W. B. Heath, secretary.

**Photography.**—There are many well equipped photographic galleries. The leading are those of J. A. Brush, 36 S. 6th St.; Sweet, 605 Syndicate Arcade; H. T. Bishop, 62 Syndicate Bldg.; Lee Bros, 305 Nicollet Av.; A. H. Opsahl, 308-12 1st Av. S.

The thousands of amateur photographers in the city include many artists of ability. Their organization is the Minneapolis Camera Club which has rooms and facilities for developing at 307 Nicollet Av. The leading dealers in photographic supplies are: J. H. Fouch, 406 1st Av. S.; C. A. Hoffman, 424 Nicollet Av.; E. B. Meyrowitz, 604 Nicollet Av.; Minneapolis Photo Materials Co., 114 S. 4th St.; O. H. Peck, 217 2nd Av. S.

**Picnic Grounds.**—For large parties the most desirable picnic grounds are on the shores of Lake Minnetonka. Spring Park reached by the Great Northern R'y, Hotel St. Louis on the C. M. & St. P. R'y, and Lake Park on the M. & St. L. R'y, are the most accessible. Small companies can also be accommodated at these places and at scores of others about the lake. Nearer the city are the groves about Lake Calhoun and Harriet (Como Interurban Harriet electric line) and at Minnehaha Falls, reached by the Minnehaha line. If carriages or bicycles are used the roads about the city lead to many pretty places which are very retired. (See "Excursions.")

**Pillsbury "A" Mill.**—The great "Pillsbury A," familiarly described as "the largest flour mill in the world," stands on S. E. Main St. at the corner of 3rd Av. S. E. It is built of stone, six stories high with dimensions of 115x175 feet and a height from the bottom of the wheel pit to the roof of 187 feet. Work

was begun on the mill in March, 1879, and it commenced operation in 1881. The cost, equipped, was about half a million dollars. The machinery includes 370 pairs of rolls, 180 purifiers, 61 cleaning machines, 117 bolting reels, 50 scalpers, 92 plansifters, 28 bran dust-ers, (nearly 1,000 machines), and the mill has actually produced 10,783 barrels of flour in twenty-four, consecutive hours. With increased power now being arranged for the mill will produce 15,000 barrels. About 45,000 bushels of wheat are needed for the ordinary daily run, 250 men are employed, and the force furnished by the two immense turbine water wheels is 2,850 horse power. This is supplemented by a 1,000 horse power steam engine. The arrangement of the machinery in this mill is such that it is the best to visit. Permits may be obtained at the office of the company in the Guaranty Bldg. Como Interurban Harriet, or Oak and Kenwood lines. (See "Flour and Flour Mills.")

**Pillsbury Hall.** (See "University.")

**Places to Visit.** (See "Seeing the City," "Drives," "Excursions," "Bicycling.")

**Plumbing Inspection.**—Householders or tenants may secure the sanitary inspection of plumbing by making proper application at the health department office in the city hall. (See "Health Department.")

**Plymouth Congregational Church.**—The largest church in the denomination, and one of the most influential in the city. Its membership includes some of the wealthiest and most prominent of the citizens of Minneapolis. The church is al-

ways foremost in the activities of the religious element of the community. Its building is at the corner of Nicollet Av. and 8th St. The church was organized in 1857 with 18 members. The first house of worship, which stood on the corner of Nicollet Av. and 4th St., was dedicated December 22nd, 1858. In 1870 the new site was purchased and the present church edifice was dedicated in 1875. It seats 1250. In 1885 the auditorium of the church was newly frescoed, and the vestry enlarged, making convenient rooms on the first floor for the use of Sunday school and prayers meetings and on the second floor, reception rooms, a kitchen and a large parlor for the social gatherings of the church. The church property, situated as it is upon the leading street of the city within four blocks of the center, is exceedingly valuable.

In benevolences and charities Plymouth Church has a remarkable record. An important branch of the church work is in the line of city missions. At the Bethel Branch, 1416 S. 2nd St., are maintained a kindergarten, a day nursery, a Sunday school and gospel services of various kinds. Drummond Hall, at 2nd St. and 13th Av. N. E. is the home of a Sunday school, reading-room, sewing-school and kindergarten and other institutional work. The church is well organized and active and aggressive. Its membership exceeds 1,000, making it one of the largest churches of the denomination in the country. Plymouth Church has one of the finest pipe organs in the West and maintains an excellent choir. Strangers are made welcome. Rev. L. H. Hallock, D. D., is pastor.

**Police.**—The Minneapolis police force is composed of over 300 men

directed by a superintendent who, however has no appointing power. Headquarters are in the City Hall. The city is divided into five police precincts, each in charge of a captain and lieutenant. The police stations are located as follows:

First Precinct, in alley between Washington Av. and 2nd St. and Nicollet and 1st Aves. S.

Second Precinct, Cor. Central Av. and 4th St. E. D.

Third Precinct, Cor. 19th Av. S. and 4th St.

Fourth Precinct, 3rd St. near 20th Av. N.

Fifth Precinct, Cor. 28th St. and Blaisdell Av.

As adjuncts to the First, Third and Fourth precincts there are three patrol wagons kept in constant readiness to aid officers who have arrested unruly prisoners. In case of mobs or riots the patrol wagons are valuable for bringing a large number of officers speedily to the scene of action. They are also used when raiding tough resorts, or gambling dens, or in making wholesale arrests. As ambulances, they are convenient and always ready if rather unpleasantly public for the unfortunate sufferers who need their assistance.

**Police Court.** (See "Municipal Court.")

**Political Divisions.**—Minneapolis is divided into 13 wards for the administration of local government and contains several senatorial and legislative districts. It is in the Fourth Judicial District and with the remainder of Hennepin County forms the Fifth Congressional District of the state.

**Wards and their Boundaries.**—(It should be understood that where a street or avenue is mentioned as a dividing line the middle of the street is the actual line.)

1st Ward.—Bounded on the west by the river, on the south by Bridge St., Nicollet Island, Central Av., on



the east by N. E. 5th St., and on the north by the city limits.

2nd Ward.—On the west and south by the river, on the east by city limits, on the north by Division St., S. E. 9th St., Central Av. and Bridge St.

3rd Ward.—On the east by the river, south by 3rd Av. N., 6th St. and 6th Av. N., west by west city limits, north by 26th Av. N.

4th Ward.—On the north by 3rd Av. N., 6th St. and 6th Av. N., west by city limits, south by W. Franklin Av., (laid out and extended) and east by Nicollet Av., E. Grant St., 1st Av. S. and the river.

5th Ward.—On the west by 1st Av. S., E. Grant St. and Nicollet Av., south by E. 24th St., east by 10th Av. S. and north by river.

6th Ward.—On north and east by river, south by S. 7th St., west by 10th Av. S.

7th Ward.—On north by E. 24th St., east by Hiawatha Av., 28th St. and 21st Av., south by city limits, west by Chicago Av.

8th Ward.—On North by Franklin Av., Nicollet Av., and E. 24th St., east by Chicago Av., south by 34th St. (laid out and extended), west by western city limits.

9th Ward.—On north and east by city limits, south by Division and S. E. 9th Sts. and Central Av., west by N. E. 5th St.

10th Ward.—On north by city limits, east by river, south by 26th Av. N., west by west city limits.

11th Ward.—On the north by S. 7th St., east by river, south by E. 24th St. and west by 10th Av. S.

12th Ward.—On the north by E. 24th St., east by river, south by city limits and west by 21st Av. S., E. 28th St. and Hiawatha Av.

13th Ward.—North by 34th St., east by Chicago Av., south and west by city limits.

State Legislative Districts.—Members of the state senate and house of representatives are elected from the following districts either wholly or partly within the city limits:

38th District.—The 1st and part of 3rd wards is entitled to elect one senator and two representatives.

39th District.—2nd and 9th wards and the town of St. Anthony, is entitled to elect one senator and two representatives.

40th District.—The 4th ward: one senator and two representatives.

41st District.—The 5th and 6th wards one senator and four representatives.

42nd District.—The 7th, 11th and 12th wards, the village of Edina, and the towns of Richfield, Bloomington, Eden Prairie and the village and town of Excelsior: one senator and two representatives.

43rd District.—The 8th and 13th wards of the city, and the towns of Corcoran, Greenwood, Medina, Independence, Minnetonka, Plymouth, Minnetrista, Maple Grove, Orono, Golden Valley, St. Louis Park, West Minneapolis, Minnetonka Beach and Wayzata, one senator and two representatives.

44th District.—Part of 3rd ward and 10th ward and towns of Crystal, Robbinsdale, Osseo, Crystal Lake, Brooklyn, Champlin, Dayton and Hassan.

Voting Precincts.—In compliance with the terms of the state law and for convenience in conducting elections the city is divided into 139 precincts or election districts which are apportioned among the wards as follows:

First, 10; Second, 9; Third, 18; Fourth, 17; Fifth, 16; Sixth, 12; Seventh, 8; Eighth, 13; Ninth, 11; Tenth, 6; Eleventh, 11; Twelfth, 5; Thirteenth, 3.

Politics.—Ordinary political influences have been, to a large extent, inoperative here because of the enormous influx, between elections, of voters of both parties. It has frequently been the case that the increase of voting population, in the two years period between elections, has been several times the plurality

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which put the winning party into power at the beginning of the term. As no one could know how the new suffragists would vote, and many of the new comers had had no oppor-

tunity to become acquainted with the merits of candidates, or local issues, there was an element of uncertainty in the elections, quite separate from party considerations, and the sentiments of the older portion of the community. And so it is quite impossible to tell at any one time (except immediately after election) whether the city is republican or democratic.

In 1887, the time of holding municipal elections was changed from April to November making them occur at the same time as the state and national elections. The vote of the City of Minneapolis for mayor in the last election showed 32,349 votes cast, as follows:

Wards	For Mayor.					
	Total Vote	Edw. E. Webster, Rep.	James Gray, Dem.-Pro.	Wm. J. Dean, Pro.	F. A. Malmquist, Soc-Lab.	A. A. Ames, Ind.
1st	2083	401	1393	11	34	244
2nd	2206	788	1090	85	35	208
3rd	4181	947	2158	86	73	916
4th	4261	1647	1818	95	33	668
5th	3897	1502	1789	103	33	470
6th	2282	399	1366	42	129	326
7th	1885	501	995	74	23	292
8th	3160	1469	1322	99	19	251
9th	2802	566	1359	103	61	713
10th	1535	311	746	49	31	398
11th	2445	527	1308	125	91	394
12th	1078	231	467	32	24	324
13th	554	205	255	19	13	62
Total	32349	9494	18066	923	599	5266
Pl'ty	.....	.....	65.2	.....	.....	.....

The vote for mayor in the last ten elections was as follows:

Rep.	Dem.	Pluralities.
1880..	3,039..	Rand, R.....1,349
1882..	3,505..	Ames, D.....1,754
1884..	12,244..	Pillsbury, R.....6,388
1886..	10,011..	Ames, D.....5,140
1888..	17,882..	Babb, R.....3,123
1890..	11,000..	Winston, D.....5,200
1892..	17,910..	Eustis, R.....2,182
1894..	19,666..	Pratt, R.....4,323
1896..	25,401..	Pratt, R.....8,791
1898..	9,494..	Gray, D.....6,572

There is a growing tendency, in local municipal politics, to independence of party lines.

**Population.**—The following table shows the growth of the city in forty years according to the U. S. census:

Population.		Gain in 10 yrs.	
1850	..... 538		
1860	..... 5,849		5,311
1870	..... 18,079		12,230
1880	..... 46,887		28,808
1890	..... 164,738		117,851

The figures for 1850 are those of the village of St. Anthony alone, Minneapolis not then being in existence; those of 1860 and 1870 are the combined population of the two towns. In 1872 the two places were permanently united. In the 10 years from 1880 to 1890 Minneapolis gained 251.75 per cent. in population, a rate of increase not equalled by any city of the same class. The census

of 1890 shows 31,437 more people in Minneapolis than in St. Paul. In 1900 it is estimated that the population is about 225,000.

**Portland Avenue.**—The continuation of 6th Av. S. from 11th St to city limits. It is 100 feet wide with broad sidewalks and grass strips.

**Post Office.**—The government building at the corner of 1st Av. S. and 3rd St. was completed and occupied by the Minneapolis post office on Nov. 6, 1889. Like most government structures it was unduly long in building and when it was completed the city for which it was originally planned had more than doubled in population. The site was purchased in 1882, excavation was begun in 1883 and stone laying was commenced in 1886. Completed and furnished the post office cost about \$700,000. It stands upon about one-fourth of a city block but is only 150x125 feet on the ground leaving ample space in the rear for light and access. The building is three and one-half stories high. The style of architecture is Romanesque. The material used in the construction of the building is sandstone, the foundation being St. Cloud granite and Mankato limestone. Granite columns are used for trimming. The main portion of the first floor is devoted wholly to the working force of the office and the public corridor giving access to boxes, etc. The postmaster's room is in the extreme southwest corner of the building. Between the postmaster's room and the public corridor and opening into both is the assistant postmaster's and cashier's room. Here stamps are sold at wholesale, and box rent paid. At the east end of the main corridor doors open into the money order and reg-

istered letter departments. In the extreme southeast corner of the building is the dispatching and receiving room. On the second floor are two U. S. court rooms. Three rooms are devoted to the United States District attorney, and the United States marshal. Three rooms directly above these on the third floor are used by the civil service examining board. The official roster of the office includes about 300 persons.

#### Postal Facilities.

Though planned for a city one-quarter the size of the present Minneapolis, the post office affords tolerable facilities for handling the city's mail. But there is no room for future growth. The equipment is modern and the space well economized. Mails are handled with uniform promptness. There are four branch post offices as follows:

Station A, 422 Central Av.  
Station B, 322 Cedar Av.  
Station C, 222 Plymouth Av.  
Station D, 3041 Nicollet Av.

These branch offices perform all the functions of a regular post office except as to the private boxes and general delivery accommodations. In addition to these are 20 sub-stations which issue and pay money orders, register letters and sell stamps, but are not yet entrusted with distribution of letters. Letter boxes are located all over the city and letter chutes are found in all office buildings of importance. From these boxes and chutes collections are made daily from those in the business center many times during the 24 hours. There are 500 lock boxes in the post office which may be rented at prices ranging from \$1.50 per quarter up.

Through the central portion of the city from three to six carrier deliver-

les are made daily. Outside one or two is the rule. On Sundays mail may be obtained at the post office and stations from 10 to 11 a. m. Nearly all mails arrive and depart both morning and evening. Eastern mails leave, usually, very early, the closing hour (varying with the railroad schedules) being ordinarily not later than 5:30 p. m. for the "fast mail." The eastern mails arrive from 8 to 9 a. m., 2 to 3 p. m. and about 4:30 p. m. the latter being the "fast mail" from New York. The special delivery system is in successful operation. A 10c "special delivery" stamp secures immediate delivery of a letter to any part of the city between 8 a. m. and 10 p. m. Following are the rates of domestic and foreign postage, money orders and registry, and cautionary directions for mailing:

#### Domestic Postage.

**First Class.**—Letters and all written matter whether sealed or unsealed, and all other matter, sealed, nailed, sewed, tied or fastened in any manner so that it cannot easily be examined, two cents per ounce or fraction thereof. Postal cards 1c.

**Second Class.**—All regular newspapers and periodicals issued at intervals not exceeding three months, 1 cent for each four ounces.

**Third Class.**—Printed books, pamphlets, circulars, engravings, lithographs, proof-sheets and manuscript accompanying the same and all matter of the same general character, and not having the character of personal correspondence, circulars produced by hektograph or similar process, or by electric pen; limit of weight 4 pounds, except single books exceeding that weight, 1c for each two ounces or fraction thereof.

**Fourth Class.**—All mailable matter not included in the three preceding classes, which is so wrapped as to be easily examined. Rate, 1c per ounce or fraction thereof. Limit of weight, 4 lbs. Liquids, and other like injurious matter, not admitted except under conditions which may be learned at the post office.

Direct mail matter to a post office; writing the name of the state plainly; and if to a city, add the street and number or post office box of the person addressed; or "general delivery" if your correspondent is temporarily there. Write or print your own name and address upon the left hand upper corner of the wrapper of all classes of mail sent. This will insure its immediate return to you for correction if improperly addressed or insufficiently paid; and if it is not called for at destination, it can be returned to you without going to the Dead Letter office. Register all valuable letters and packages. Registry fee, ten cents, which, with the postage must be fully prepaid.

**Money Order Fees.**—For money orders the following fees are charged: \$2.50 or less, 3c; \$5 or less, 5c; \$10 or less, 8c; \$20 or less, 10c; \$30 or less, 12c; \$40 or less, 15c; \$50 or less, 18c; \$60 or less, 20c; \$75 or less, 25c; \$100 or less, 30c.

**Foreign Postage.**—Canada and British N. W. Provinces, except Newfoundland, same as U. S. Letter postage to all the principal foreign countries is five cents for each  $\frac{1}{2}$  ounce. Newspapers and other printed matter 1c for each two ounces, payable in U. S. postage stamps.

The money order division is open from 9 a. m. to 5 p. m., the registry division from 9 a. m. to 6 p. m.

**Precints.** (See "Political Divisions.")

**Presbyterian Alliance.**—An organization of members of the Presbyterian denomination for the purpose of church extension in Minneapolis and assisting financially the weaker churches. The meetings are usually held at Westminster Church, Cor. Nicollet Av. and 12th St.

**Presbyterian Churches.**—Andrew Presbyterian church in East Minneapolis had its origin in the year 1857. On the west side the First Presbyterian church was organized in 1853 and Westminster in 1857. The denomination now numbers the following 25 churches and missions:

Andrew.—Cor. 8th Av. S. E. and 4th St.

Bethany Church.—Cor. Ontario and Essex Sts. E. D.

Bethlehem.—Cor. Pleasant Av. and W. 26th St.

Ellim Church.—Cor. 32nd Av. S. and 29th St.

Chinese Mission.—Meetings held at Westminster Church, Cor. Nicollet Av. and 12th St.

Fairview Chapel.—26th Av. N. and 26th St.

Fifth.—Cor. N. Lyndale and 4th Av. N.

First.—Cor. Portland Av. and E. 19th St.

First Norwegian.—Cor. 27th Av. S. and 8th St.

First Swedish.—Cor. 19th Av. S. and 3rd St.

Franklin Avenue.—Cor. 23rd Av. S. and Franklin Av.

Goodwill Mission.—623 S. 3rd St. Grace.—Cor. 31st St. and S. Emerson Av.

Highland Park.—Cor. 21st Av. N. and Emerson Av.

Hope Chapel.—Cor. 9th Av. N. and 3rd St.

House of Faith.—Cor. Broadway and Jefferson Sts. N. E.

Immanuel (Swedish).—Cor. Lyndale and 41st Av. N.

Lyndale Chapel.—Cor. Lyndale Av. and 34th St.

Oliver.—Cor. Bloomington Av. and E. 27th St.

Providence Mission.—3249 17th Av. S.

Riverside (Swedish).—Cor. 20th Av. S. and 2½ St.

Shiloh.—Cor. 24th Av. N. E. and Harrison St.

Stewart Memorial.—Cor. Stevens Av. S. and 32nd St.

Welsh.—2019 17th Av. S.

Westminster.—Cor. Nicollet Av. and 12th St.

**Prisons.** (See "Police" and "Workhouse.")

**Private Schools.**—There are a number of successful institutions of this class. Among them may be mentioned:

Holy Angels Academy.—4th St. and 7th Av. N. Boarding and day school for girls.

Minneapolis Academy.—Cor. Harvard and Delaware Sts. S. E. Preparatory school for boys and girls.

Morgan Hall.—1713 Nicollet Av. Preparatory school for boys.

Stanley Hall.—2118-2122 Pleasant Av. Boarding and day school for girls.

**Probate Court.**—The rooms of the Hennepin county probate court are in the court house, on 4th St.

**Produce Exchange.**—The Minneapolis Produce Exchange is composed of commission merchants and dealers handling fruit, eggs, butter, poultry and this class of goods. Sixth St. and 2nd Av. N.

**Prominent Buildings.** (See Buildings.)

**Protestant Episcopal Churches.** (See "Episcopal Churches.")

**Public Carts.** (See "Express Wagons.")

**Public Improvements.**—All public improvements are under the direct control of the city council and its committees and under the immediate supervision of the city engineer. An exception must be made in the case of the parks, which are under the management of the board of park commissioners. (See "Parks.") Street grading is paid for by a regular assessment for each ward, which is added to the general tax levy. The amounts thus raised are disbursed under the direction of the aldermen of each ward, a "street commissioner" having charge of the actual work. The cost of paving, curbing and guttering, sewers, water mains and sidewalks (the latter when not laid by owner) is assessed upon abutting property at an equal rate per front foot, the city, however, paying for all such work at the intersection of streets. (See "Paving," "Sewers," Bridges," etc.)

**Public Library.**—Cor. Hennepin



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Av. and 10th St. The public library was the outgrowth of a private institution, the Athenaeum, incorporated in 1860 and endowed by Dr. Kirby Spencer. In 1884 steps were taken to establish a public library with the understanding that a consolidation with the Athenaeum should be effected, and upon the establishment of the library board, a contract was made by the terms of which the Athenaeum was to place its entire collection in the city library building.

By the terms of the public library act, \$50,000 in private subscriptions was required to supplement the public issue of bonds. This sum was secured in a few weeks, such prominent men as T. B. Walker, (who was a leader in the enterprise from the start), C. A. Pillsbury, Thos. Lowry, W. D. Washburn, Clinton Morrison, C. G. Goodrich, W. S. King and J. Dean subscribing \$5,000 each. The site cost \$63,867. Work was begun on the building in 1886 and it was completed and furnished in 1889 at a cost of \$270,000 more. It is occupied by the library, the Minneapolis Society of Fine Arts and the Minnesota Academy of Natural Sciences. (See the separate descriptions.) The librarian is Dr. James K. Hosmer, an author and professor of literature of many years' standing, and possessing extended library experience. The city assistant librarian is Miss Gratia Countryman.

**The Building.**—The library board exercised excellent judgment and taste in the selection of plans for the building, and was more than usually fortunate in combining superior workmanship with tasteful design. The work was all done by Minneapolis firms. The building has a frontage of 142 feet on Hennepin and

116 on 10th St., and is three stories above the basement. The walls are Lake Superior brown stone. The main entrance on Hennepin Av., consists of two doorways, each 11 feet wide and 12½ feet high, and surmounted by a polished gray granite cap stone, the two being separated by a cluster of three polished granite shafts. The entire front is broken up with large arched windows with elaborately carved casements and cap stones. The architecture is Romanesque. Just within the entrance there is a staircase hall 36 feet square and extending upward 80 feet. The grand staircase, 17 feet wide, runs up the centre of the hall to the first floor landing, and on either side are secondary flights leading upward and downward, with landings midway between the floors. The staircase hall is lighted by seven stained glass windows. The basement and first floor are devoted to the library, the second floor to the director's room and the Academy of Natural Sciences, and the third floor to the art gallery and Society of Fine Arts.

On the first floor is the general reading room in the northeast corner, the art-book room in the northwest corner and the delivery room at the head of the stairway. The mahogany wainscot in the reading and art-book rooms extends over six feet

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high. In each apartment is a magnificently carved mantel. All other apartments are finished in quartered oak. The corner room over the general reading room is devoted to the directors, and next above is the working room of the Society of Fine Arts.



Book stacks occupy the 10th St. side on the basement and first floor. The librarian's room in the southwest corner of the building is connected with the book rooms and work rooms. An elevator runs from the basement to the third floor.

**Books and the Book Rooms.**—In December 1889 when the library was opened there were about 30,000 books upon its shelves. In December, 1899, there were about 112,631 books and the number is constantly increasing. During 1888 Mr. Herbert Putnam, then librarian, spent some time abroad and secured some 17,000 volumes, of especial value, at very low prices. The peculiarly happy union of two purchasing funds—one the Spencer bequest fund designed more especially for the purchase of reference material, and the other the money raised by general taxation, and therefore, naturally, appropriated to more popular classes of literature—has enabled the librarian to build up both the reference and the more popular departments, with a very unusual independence. The result is, that the library while not a very large one, contains a great deal of expensive reference material in the way of long sets of serials, publications of learned societies, illustrated works on natural science, etc., very rarely to be met with in a free city library of its size. The three main reading rooms accommodate 250 readers. Thirty-eight alcoves, with desks and chairs, afford quarters for investigators and students. There is also room in the medical reading room for ten people, and for fifteen in the patent room. This arrangement gives students or writers an opportunity for consultation without annoyance or interruption. All the appointments of the book room are

of the most recent pattern; conveniences and durability being the objects sought and attained. The capacity of the shelving is barely adequate to the present collection, but the completion of the quadrangle around a central court as provided in the plans will give the library a capacity of over a million volumes.

There are about 43,020 borrowers' cards out and an average of 1865 books are issued each day.

**Branches.**—Three branches of the library have been opened; one on Emerson Av. near 20th Av. N., one on Franklin and Bloomington Aves., and one on University Av., near Central. These branches have reading rooms supplied with various magazines and periodicals. Besides the branches there are also eight delivery stations where books called for are delivered: "D," Hennepin Av. and Washington at Voegell's Drug Store; "F," Stevens Av. and 25th St.; "G," Bloomington Av. and Lake St.; "H," Central Av. and 24th Av. N. E.; "I," Oak St. and Washington Av. S. E.; "K," 6th Av. N. and Humboldt; and "L," Lyndale Av. and Lake St.

**Regulations.**—The Library is open on all week days, not legal holidays, from 8:30 a. m. till 10 p. m.; but no books are issued for circulation after 8:30 p. m. The reading rooms and reference departments are open on Sundays and legal holidays from 2 until 10 p. m.

Each adult borrower may have two cards, on only one of which fiction can be drawn.

Books may be retained for 14 days, and may be renewed for the same period. Books of recent purchase, marked "Seven Day Books," may not be retained more than one week and cannot be renewed. Nor can any fourteen day book, retained over the

fourteen days, be renewed.

A fine of 2 cents a day must be paid on each volume which is not returned according to rule.

In addition to the 550 periodicals and newspapers to be found in the reading rooms the library circulates copies of twenty of the more popular magazines, the total of such copies amounting to 230 per month, and the time being restricted to three days.

In the case of books of great popularity, in addition to the five regular copies furnished, the library provides C. D. (collection of duplicates) copies, the number varying according to the demand, which are loaned at a charge of 5c a week.

**Public Playgrounds.**—The Minneapolis Improvement League has maintained for several years several public playgrounds on or near certain school premises in the poorer parts of the city. In some of the parks places are set aside for sports, tennis, croquet, base ball, etc., and sand piles are provided for the children. (See "Minneapolis Improvement League.")

**Public Schools.**—In point of efficiency, thoroughness, quality of teaching force, buildings and general management, the public schools of Minneapolis are as well equipped as the best. The board of education (See "City Officers") is chosen directly by the people. Prof. Chas M. Jordan is the superintendent of schools. Minneapolis has now a very satisfactory group of school buildings. It is the accepted policy 'to build well and cheaply; to plan pleasing, substantial and commodious structures; to fit them with all modern improvements; to make matters of plumbing, lighting, heating

and ventilation of vital importance; to make, in short, a perfect school building, with due regard meanwhile to economy." In the new buildings the light enters all school rooms from the left side and from behind the seated pupil. Two stories and a basement are the model. The basement provides for play rooms, manual training shops, etc.

There are 58 school buildings in the city, over 700 teachers and about 35,000 pupils enrolled. There are four high schools with an enrollment of about 2,500 pupils.

Manual training is taught in the high school course of four years with the greatest success. The system employed is designed to give skill and precision in the handling of tools and to give the pupil a training in mechanical principles, in drawing, in designing and in the treatment of materials, that will enable him very readily to acquire the practical technique of any particular mechanical trade.

It also fits him for a course in mechanics offered by any university in the United States. Aside from this direct preparation for higher mechanical pursuits the manual training work does not lose sight of its primary and original purpose of development of mind and character through the training of eye and hand. (See "Industrial Education.")

The teaching of drawing, and clay modeling in lower grades, the use of certain kindergarten methods in the primary rooms, and the general teaching of music are carried on with success. The whole tendency of the improvements in the Minneapolis school system has been to develop the individuality of the pupil, to train his judgment, to give him the use of his native powers. In

connection with the state university the school system of the city has a certain completeness within itself. The pupil may pass through all grades into the university, or may from the high school enter one of the state normal schools, and in due time secure a position as a teacher in the schools.

The schools open on the first Monday in September and close with the Friday nearest the 10th of June. Holidays occur on Labor day, at Thanksgiving, from Christmas to New Years, Washington's and Lincoln's Birthdays, Easter and Memorial day. Owing to the continuous erection of new buildings and the rapidly increasing population the boundaries of many of the school districts are changed quite frequently. Corrected descriptions of the district boundaries are published in the daily papers at the opening of the school year.

The offices of the school board are in the courthouse where the clerk of the board is to be found. Regular board meetings are held on the last Tuesday of the month. An office for the superintendent is provided in the Central high school building. Running expenses of the school system are about \$650,000 annually.

#### Names and Locations of Schools.

Central High.—4th Av. S. between 11th and 12th Sts.

East High.—5th St. and Third Av. S. E.

North High.—Fremont and 17th Aves. N.

South High.—Cedar Av. and E. 24th St.

Adams.—16th and Franklin Aves.

Blaine.—3rd St. and 12th Av. N.

Bremer.—Fremont and 32nd Aves.

N.

Bryant.—37th St. and Clinton Av.

Bryn Mawr.—Elm St. and Erie Av.

Calhoun.—Girard Av. near Lake St.

Clay.—4th St. and 20th Av. S.

Clinton.—Clinton Av. and 28th St.

Corcoran.—34th St. and 19th Av.

S.

Douglas.—Franklin and Dupont Aves.

Emerson.—14th St. and Spruce Pl.

Eugene Field.—Portland Av. and E. 48th St.

Everett.—University and 6th Aves. N. E.

Franklin.—4th St. and 15th Av. N.

Garfield.—Chicago Av. and 24th St.

Grant.—Girard and 12th Aves. N.

Greeley.—26th St. and 12th Av. S.

Hamilton.—Camden Place.

Harrison.—James and 4th Aves.

N.

Hawthorne.—6th St. between 24th and 25th Aves. N.

Holland.—Washington St. and 17th Av. N. E.

Horace Mann.—Chicago Av. and 34th St.

Humboldt.—Main St. and 13th Av. N. E.

Irving.—28th St. and 17th Av. S.

Jackson.—4th St. and 15th Av. S.

Jefferson.—7th St. and 1st Av.

N.

Kenwood.—Penn and Franklin Aves. S.

Lake Harriet.—Sheridan Av. and 42nd St.

Laurel.—Laurel and Lyndale Aves.

Lincoln.—Washington, between 6th and Seventh Aves. N.

Logan.—Emerson and 18th Aves.

N.

Longfellow.—Lake St. and Minnehaha Av.

Lowell.—22nd St. and 23 Av. N.

Lyndale.—Lyndale Av. and W. 34th St.

Madison.—5th Av. S. between 15th and 16th Sts.

Marcy.—4th St. and 9th Av. S. E.

Margaret Fuller.—Harriet Av. and W. 48th St.

Minnehaha.—51st St. between 38th and 39th Aves. S.

Monroe.—Franklin and 23rd Aves.

S.

Motley.—Oak St. and Washington Av. S. E.

Peabody.—2½ St. and 19th Av. S.

Pierce.—Fillmore St. near Spring St. N. E.

Prescott.—Taylor St. and 25th Av. N. E.

Rosedale.—Wentworth Av. and W. 43rd St.

Seward.—24th St. and 28th Av. S.  
Schiller.—26th Av. N. E. and California St.

Sheridan.—Broadway and University Av. N. E.

Sidney Pratt.—Malcolm and Orlin Aves.

Sumner.—Aldrich and Sixth Aves. N.

Tuttle.—Tuttle St. and Talmage Av. S. E.

Van Cleve.—25th Av. and Jefferson St. N. E.

Washington.—8th Av. S. and 6th St.

Webster.—Summer and Monroe Sts. N. E.

Whittier.—Blaisdell Av. and 26th St.

(See "Education," High School, "University," "Industrial Education," "Teachers," "Training School," etc.)

**Pumping Stations.**—There are three pumping stations—the "north side" on the river bank near Shingle Creek, and two old stations on the east and west sides of the river at the falls. The latter are held in reserve in case of emergency, only the north side being in active service. (See "Water Works.")

**Quarantine Hospital.**—A hospital for contagious diseases located west of Lake Calhoun. In charge of the Health Department, which see.

**Railroads.**—Nine great railways afford transportation facilities for Minneapolis. Their numerous branches and divisions, if counted separately, would double the number. Trains arrive and depart daily over a score of routes. The railway systems represented in the city aggregate about 40,000 miles of lines, and include the strongest corporations of the kind in the West. Six railways connect Minneapolis with Chicago and the eastern lines there terminating; but the city is in a measure independent of Chicago. The Minneapolis, St. Paul & Sault Ste Marie Railroad, with its

Canadian Pacific connection to the east, north of Lake Michigan, and several "lake and rail" routes via Duluth, Green Bay, Milwaukee and Gladstone, practically control the rate situation, and competition does the rest. To the westward there is a choice of four routes to the Pacific coast. Every section of Wisconsin, Minnesota, the Dakotas, Nebraska and Montana is in direct communication with Minneapolis.

The Chicago, Milwaukee & St. Paul, Northern Pacific, Great Northern, "Soo" line, Wisconsin Central, Chicago, St. Paul, Minneapolis & Omaha, ("The Northwestern Line"), Chicago Great Western, and Minneapolis & St. Louis have acquired extensive terminal facilities in the city. (See "Railroad Stations," Ticket Offices,\* etc.)

**Railroad Shops.**—The Chicago, Milwaukee & St. Paul, the Minneapolis & St. Louis and the "Soo" railways have extensive shops in the city, and take rank among the largest local employers of skilled labor. The aggregate value of the real estate, terminal property and shops owned by these companies is very large, probably exceeding \$8,000,000. The total number of hands employed by these companies is 1,800, and the total amount of their combined earnings per annum aggregates over \$1,000,000, which is all expended here.

**Railroad Stations.**— Passenger trains of five railroads entering the city, arrive at and depart from the Union passenger station which is situated at Bridge Square and the river at the foot of Hennepin and Nicollet Aves. and 1st Av. S. This station is used by the Great Northern; Chicago, St. Paul, Minneapolis & Omaha; Chicago, Burlington &

Quincy; Wisconsin Central and Eastern Minnesota. The building is of red pressed brick two stories above the street grade with a tower containing a clock the faces of which are illuminated at night. There are commodious waiting, refreshment and baggage rooms and a general ticket office for all roads using the station. The tracks are all below grade, the trains being reached by broad and easy iron stairways. As about 100 trains use the station daily the advantage of doing away with adjacent grade crossings is evident.

The Chicago, Milwaukee & St. Paul passenger station is on Washington Av. at the corner of 3rd Av. S. It is a handsome new building, three stories in height and surmounted by a lofty clock tower. There are commodious waiting rooms, baggage rooms, and all the conveniences of a modern railway passenger station. The train sheds are on the level of the main floor of the station. Besides the C. M. & St. P. R'y the Northern Pacific, St. Paul & Duluth and Minneapolis, St. Paul & Sault Ste Marie railroads use this station.

The Chicago Great Western depot is at the corner of Washington and 10th Av. S. Interurban, Minnehaha, or Cedar and Emerson electric cars.

The Minneapolis & St. Louis R'y, has its own station at Washington and 4th Aves. N. It is within easy walking distance from the business center and the Camden Pl. and Washburn Park; 20th Av. and Hennepin; Cedar and Emerson and Plymouth and Bloomington electric cars pass the station.

(See "Ticket Offices," "Railroads.")

**Railroad Ticket Offices.** (See "Ticket Offices.")

**Reading Rooms.** — There are reading rooms at the public library Cor. Hennepin Av. and 10th St., where an exceedingly fine collection of magazines and newspapers is on file. Readers also have the use of the extensive reference department, and in fact of all the books in the library. The rooms are open from 8:30 a. m. to 10 p. m.; on Sundays from 2 p. m. till 10 p. m. Any person of good deportment may use the reading rooms and consult works in the library whether a card holder or not. A large collection of newspapers and periodicals is to be found at Young Men's Christian Association reading rooms at 10th St. and Mary Place. These are free to men and are open from 9 a. m. to 9:30 p. m. and on Sunday from 9 to 10 a. m. and from 2:30 to 6:30 p. m. (See "Libraries.")

**Real Estate.**—There are about 400 real estate agents or firms whose names appear in the Minneapolis directory. As some of these employ many clerks and assistants it is safe to say that there are at least a thousand persons engaged in the business in the city. The daily transfers of real estate, as recorded in the office of the register of deeds, are published in the papers and scanned with interest. Minneapolis has never had what is known in western towns as a "real estate boom"; a conservative element in the business community has discouraged it. But the city has not been entirely free from the presence of "boomers" and outside property has failed to realize their expectations. While some of this class of property has declined in price, good business property has steadily advanced—an evidence that there is a healthy adjustment of proportionate values going on rather

than any actual retrogradation of the real estate interest.

**Real Estate Board.**—An organization of the leading real estate dealers, investors and financial agents for mutual advantage, buying and selling real estate and the promotion of the interests of the city of Minneapolis. Regular meetings are held on the second Wednesday of each month. The officers are: President, J. F. Conklin; vice-president, I. C. Seeley; secretary, R. W. Webb; treasurer, R. D. Cone. Valuation Committee: David P. Jones, chairman; L. B. Elwood, S. S. Thorpe, W. L. Badger and I. C. Seeley.

The board was reorganized in the spring of 1900 and put upon a very substantial and business-like basis. The work of the valuation committee is especially valuable as the committee is composed of conservative business men of the highest standing chosen for these qualities and for their life-long acquaintance with Minneapolis realty values. Valuations may be secured by notifying the secretary of the board whose office is at 333 Hennepin Av. (See "Rental Board.")

**Religious Societies.**—In the following list are found the more prominent religious associations of the city or those having local representatives here. Those of most importance are also found under separate heads.

Christian Worker's Mission.—29 Washington Av. S. Wm. A. Petran, director.

Church Club, Diocese of Minnesota.—503 Kasota Bldg.

Congregational Club of Minnesota.—Edward F. Waite, secretary, 413-14 New York Life Bldg.

Congregational S. S. & Pub. Society.—518 Phoenix Bldg.

Hennepin County Bible Society.—622 Nicollet Av.

Hennepin County Sunday School Association.—622 Nicollet Av.

Methodist, Episcopal Missionary and Church Extension Society.—200 Northwestern Bldg., 322 Hennepin Av.

Minneapolis Christian Endeavor Union.—

Minnesota Sunday School Association.—703 Sykes Bldg.

Non-Partisan Woman's Christian Temperance Union.—803 Hennepin Av.

Norwegian Young Men's Christian Association.—283 Cedar Av.

Presbyterian Alliance.—Westminster Church, 12th and Nicollet.

Union City Mission.—220 Washington Av. S. C. M. Stocking, superintendent.

Woman's Christian Association.—409 S. 6th St.

Woman's Christian Temperance Union.—(See separate heading.)

Young Men's Christian Association.—10th St. and Mary Place.

Young Women's Christian Association.—521 1st Av. S.

(See "Benevolent Institutions and Societies.")

**Rental Board, The Minneapolis.**—An organization of rental agents and real estate dealers having especially to do with the care and handling of rented property. It is the object of the board to maintain rents, promote uniformity in management, correct abuses on the part of tenants and variously improve the conduct of the business in the interests of owners and occupants. The president is George Odium and the secretary and treasurer W. C. McWhinney, 200 Oneida Bldg., Cor. 4th

**Tally cards,** menu cards, programs, invitations and all other forms of society stationery may be ordered at The Beard Art & Stationery Co.'s, 624 Nicollet Ave., Minneapolis.

St. and 1st Av. S. The board is closely allied to the "Real Estate Board," which see.

**Retail Stores.**—Nicollet Avenue is the favorite street for the better

class of retail stores though trade is gradually extending on to the side streets. Washington Avenue South abounds with less pretentious shops. Central Avenue is the retail center of the east side, and lesser centers occur at intervals throughout the different sections of the city. Thus Cedar Avenue is a retail trade center in South Minneapolis and the vicinity of Plymouth and Washington Avenues in North Minneapolis is busy. Twenty-sixth Street and Nicollet and Franklin and 16th Avenues S. seem to be favorable points for retail business of the smaller kind.

**Richfield.**—The township lying immediately south of Minneapolis. It is an excellent farming section, with a rolling surface diversified by a score or more of beautiful lakes. Many fine drives may be had through Richfield, almost every road leading out of the city to the south being pleasant. (See "Drives" and "Bicycling.")

**Riverside Park.**—A pleasantly situated tract of land on the cliffs overlooking the Mississippi is called Riverside Park. It is between 27th and 29th Aves. S. and contains nearly twenty acres. The picturesqueness and beauty of this location has always made it a favorite resort and the hand of the landscape artist has found but little work to convert it into an ideal park. In the adornment of the park the aim has been to preserve its pristine beauty. Minnehaha line.

**Roman Catholic Churches.** (See "Catholic Churches.")

**Rowing.** (See "Sports.")

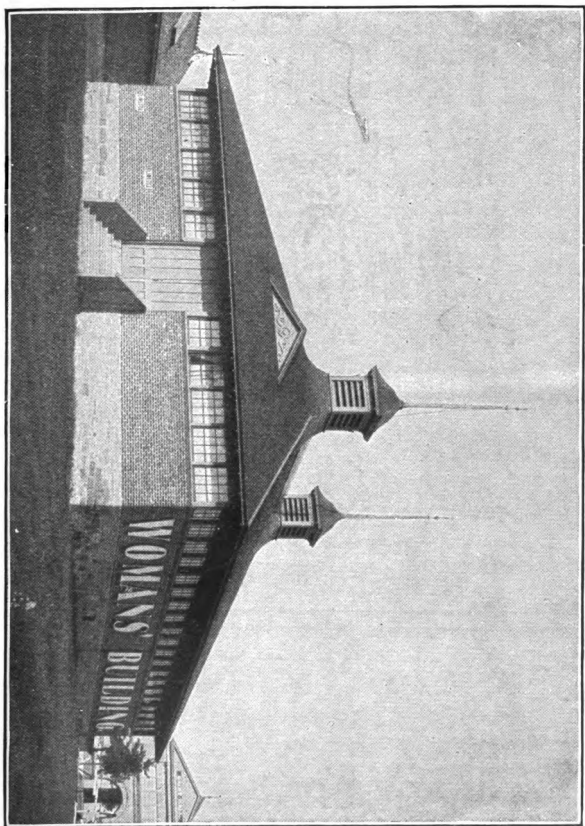
**Safe Deposit Companies.**—For the safe keeping of valuables several

companies maintain "safe deposit" vaults with drawers and compartments, for the use of the public. The vaults are of the most approved fire and burglar proof patterns. Small drawers may be had for \$5 per year and from this prices range up. Only drawer renters have keys, but they cannot obtain access to their compartments without the aid of the attendant who must identify them. The safe deposit companies are: Fidelity Investment Union, 1st floor New York Life Bldg., Cor. 5th St. and 2nd Av. S.; Guaranty Safe Deposit Vaults, Guaranty Bldg., 2nd Av. S. and 3rd St.; Minneapolis Trust Co., Cor. 4th St. and Hennepin Av.; Minnesota Loan and Trust Co., 311-313 Nicollet Av.

**Sailing.**—Sail-boats may be had for hire at the principal lakes in the vicinity of the city. Lakes Calhoun and Harriet and Minnetonka are the most available. At Minnetonka there are scores of private sail-boats and regattas by the yacht club are the most interesting events of the lake season.

**Salaries of City Officials.**—The more important are: mayor, \$2,000; aldermen, \$500; city clerk, \$3,100; municipal judges, \$3,000; attorney, \$4,100; treasurer, \$5,000; comptroller, \$3,000; assessor, \$2,700; inspector of buildings, \$2,000; engineer, \$4,300; commissioner of health, \$2,250; chief engineer fire department, \$3,000; superintendent of police, \$3,000; registrar water works, \$2,000.

**Saloons.**—Minneapolis disposes of the temperance question by a strict surveillance of the saloons under the drastic general and special legislation of the state. High license is the principal restriction. An annual tax of \$1,000 is assessed upon every saloon



WOMAN'S BUILDING, STATE FAIR GROUNDS

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Asst. Gen'l Pass. Agent,      St. Paul, Minn.

keeper. Application must be made for such license two weeks before the time of issue, July 1, of each year, and when the licenses are issued cash payment of the full amount must be made. Licenses may be revoked and confiscated for disorderliness, or violation of any of the laws regulating the sale of liquor. Another statute provides that all saloons must close promptly at midnight, and all day on Sundays. The "patrol limits" confine the saloons to the business part of the city and absolutely prevent their invasion of any residence quarter. There are about 325 saloons in the city. (See "Patrol Limits.")

**Saw Mills.** (See "Lumber and Saw Mills.")

**School Board.** (See "Public Schools and City Officials.")

**School of Agriculture.** (See "University.")

**School of Design.** (See "University.")

**Schools.** (See "Public Schools" and "Private Schools.")

**Secret Societies.** — A description of the Masonic Temple is given elsewhere. The masons are a large and powerful body in the city and have gained prestige with the erection of such a creditable structure. Next in rank come the Odd Fellows who as yet have no building, their lodges meeting in various halls about the city. The Knights of Pythias and the Ancient Order of Foresters are very strong and rapidly growing in membership. Among the other orders represented in the city are the Good Templars; A. O. U.W.; Knights of Honor; Druids; Royal Arcanum; Elks and Grand Army of the Republic. G. A. R. headquarters in Lum-

ber Exchange. For the meeting places of the posts, as well as the lodges of the various secret societies the city directory must be consulted. (See "Masonic Temple.")

**Seeing the City.**—Minneapolis is a city of "magnificent distances" and it is well to plan one's sightseeing unless unlimited time is at disposal. Otherwise a good deal of time may be lost in uninteresting places or in doubling on one's course. The principal places of interest are the retail district, the wholesale district, the flour mills, the saw mills, the Falls of St. Anthony, the state university, the public library and art collections, the parks, lakes and Minnehaha Falls. Following are a number of outlines of short trips about the city for the use of strangers, or of residents when showing visitors about. It is well to look over the map of the city before starting and have general directions and distances in mind. The time given is for continuous walking or riding at ordinary speed; if time is taken to examine the interior of buildings or to diverge from the route, allowance should be made. In each case the center of street railway traffic at Washington and Hennepin Aves. is taken as the starting point; the trips may be adapted to other starting places with proper allowance for time. Combinations of the various routes may, of course, be made up to suit the individual.

As a part of each trip about the business center, or in lieu of any other sight-seeing, if the visitors are short of time, a visit to the roof of the twelve-story Guaranty building at 3rd St. and 2nd Av. S., should be made. From this vantage point a very comprehensive idea of the cen-

ter of the city may be obtained. Admission to the roof 10c.

1. A Hasty Glance.—Walk up Washington Av. to 3rd St., Nicollet House at left and Temple Court and Sykes Blk. at right; north on 3rd to 1st Av. N. and west on 1st Av. N. to 5th St., passing some of the largest wholesale houses; south on 5th to Hennepin Av., West Hotel on right and Lumber Exchange diagonally opposite; west on Hennepin to 6th St., Masonic Temple on right; south on 6th to Nicollet, view up and down Nicollet, Dayton Bldg. at right, Glass Block opposite and Syndicate Blk. diagonally opposite; proceed on 6th to 1st Av. S.; 1st Av. S. to 5th St., Minneapolis Club at left, passing large retail stores; south on 5th to 2nd Av. S., passing New York Life Bldg.; east on 2nd Av. S. to 3rd St., passing Court House one block at the right and Guaranty Bldg at 3rd St.; north on 3rd St. to 1st Av. S., Post Office at left; west on 1st Av. S. to 4th St., Metropolitan Opera House at right, Phoenix Bldg., Onelda Bldg. and Bank of Commerce Bldg. at corner of 4th; north on 4th to Nicollet passing newspaper offices on left, Nicollet Nat. Bank on right; east on Nicollet to Washington passing retail stores and office buildings; north on Washington to Hennepin. 30 to 40 minutes.

2. An Hour's Walk.—Same route as in No. 1 to 6th and Hennepin; continue west on Hennepin past Lyceum theatre to Public Library at 10th St.; south on 10th past First Baptist church and Y. M. C. A. Bldg. to Nicollet Av.; east on Nicollet past Plymouth church at 8th St. and office buildings and retail stores to 6th St.; complete as in No. 1.

3. For Two Hours.—Same as No. 1 with this addition: On return to

Washington and Hennepin take Oak & Kenwood or Como Interurban Harriet car going east, passing union passenger station, crossing steel arch bridge over Mississippi river with glimpse of saw mills at left and flour mills at right; through Central Av. (Exposition Bldg. one block distant at right) and 4th St. S. E., (pleasant residence district) to 15th Av. S. E.; walk one block to right, enter University campus (for description see "University of Minnesota"); walk from University grounds through Pleasant St. two blocks to Washington Av.; take west-bound Interurban car, passing across Washington Av. bridge (fine view), the flour mills at 6th Av. S., the C. M. & St. P. passenger station at 3rd Av. S., to Washington and Hennepin.

4. For Three Hours.—Same as No. 3 with this addition: On return to Washington and Hennepin from the University, transfer to Como Interurban Harriet car going west; out Hennepin past Lyceum theatre, public library at 10th St., Loring Park, Lowry Hill (residence of Thomas Lowry at right), through Hennepin Boul. (rapidly developing residence district), past Lake Calhoun; past Lakewood Cemetery at left; to Lake Harriet. The return may be made without leaving the car or such time as may be added to the trip may be spent in the pavilion or in exploring the lake and vicinity.

5. The Flour Mills. — Cedar and Emerson or Interurban cars south on Washington Av. to 6th Av. S.; walk two blocks to the left to 1st St. Half an hour, unless the mills are entered, when at least 30 minutes more should be allowed.

6. Falls of St. Anthony.—Same as No. 5, continuing east from 1st St.

under stone arch bridge to the "apron." 30 minutes.

7. Pillsbury "A" Flour Mill.—Como Harriet Interurban or Oak and Kenwood cars east on Hennepin Av., Central and 4th St. S. E. to 3rd Av. S. E. Walk three blocks to the right. This is the best mill to inspect. Permits should be obtained at the office. 1 to 1½ hours.

8. Flour Mills and Falls.—Same as No. 5 to mills on west side; turn to right at 1st St. and walk through milling district and railroad yards to 10th Av. S. (View of falls and river at left.) Cross 10th Av. S. bridge. (View of falls and milling district at left, new dam and power house which supplies electric power for street railway system, at right. University in distance at right.) At east end of bridge walk along river bank to Pillsbury "A" mill; thence on 3rd Av. S. E. to 4th St.; electric cars to Washington and Hennepin. 1½ hours.

10. University.—See No. 3. 1 hr.; if buildings are examined 2 or 3 hours.

11. Saw Mills.—Washburn Park and Camden Pl. cars north on Washington. Most of the saw mills in the city are visible from the cars. A good idea of the extent of the industry may be had by riding to the end of the line and back. 1 hour. If a mill and lumber yard is to be visited an additional hour may be put in to advantage. In such case stop at 44th Av. N., look over the C. A. Smith Lumber Co. plant and see something of the operation of sorting logs in the booms on the river. (See "Lumber and Saw Mills.")

12. Residences. — Many fine residences are to be seen in trips Nos. 3 and 4. To see another interesting residence section, take 8th and Central cars going west to 27th St.;

walk two blocks west on 27th to Park Av.; north five blocks to 22nd St.; west on 22nd (passing Gen. W. D. Washburn's residence, between 3rd and Stevens Aves.) to Nicollet; any car going north for return. Time about 1 hour if the walk is taken briskly. An additional hour will allow of seeing more of the pleasant neighborhoods traversed. (See "Drives.")

13. Railroad Terminals.—These include hundreds of miles of tracks in all parts of the city but the visitor who wishes to have an idea of the down town terminals may walk north on Washington Av. to 4th Av. N. bridge over the Great Northern and Minneapolis & St. Louis roads, where a glimpse may be had of one end of a system of terminals extending three miles toward the southwest. Passing north on 4th Av. to River St. will give an idea of the nearer yards of the Soo line, Northern Pacific and "Northwestern." When the latter yards are reached the union passenger station is in sight at the right but a few blocks away. Returning to Washington Av. take Cedar and Emerson electric car to 6th Av. S.; walk toward the mills through C. M. & St. P. yards and about the mills observe the facilities for handling wheat and flour in and out. This much can be done in an hour of brisk walking.

Many trips about town may be made most pleasantly on the electric cars and still other more successfully in carriages or on bicycles. (See "Excursions," "Drives" and "Bicycling.")

**Servants.**—The larger portion of the "girls" are Scandinavians, there being but few German or Irish in service. Authorities differ as to the best way of engaging a girl. An ad-

vertisement in one of the daily papers will usually bring applicants. Wages range from \$2 to \$5 per week for girls doing general housework. \$3 is the rate for girls of common attainments.

**Sewer Gas.**—Most modern houses are fitted with sanitary plumbing; but it is well for tenants, or those moving into houses with which they are not acquainted, to examine the waste pipes and if not satisfactory, insist that the owner make them so. A free inspection may be had by applying to the office of the Department of Health in the city hall.

**Sewers.**—There are about 150 miles of sewers in the city of Minneapolis. Most of this has been the work of the past 20 years. The main sewer system of the city is nearly perfect, penetrating every important section, and can have many miles added in years to come at a small cost, as the trunk sewers are all laid. One of the heaviest engineering works in this line was the construction of a large sewer tunnel from the foot of 8th Av. S. under the main business center to the northern part of the city. It drains a large region which otherwise would be obliged to turn its sewage into the Mississippi river. The tunnel is over 7,000 feet long and is at an average depth of 50 or 60 feet and cost \$200,000. There are several lesser tunnels in other parts of the city. (See "Public Improvements.")

**Shade Trees.**—Visitors seldom fail to remark the handsome shade trees on all the older streets of the residence portions of the city. Every effort has been made by the board of park commissioners to encourage the planting of trees by property owners. There are a number of very fine natu-

ral groves throughout the city which have been utilized to enhance the beauty of the residences so fortunate as to be located among them.

**Sidewalks.**—Throughout the business portion of the city the walks are usually wide and uniformly laid with smooth stone. In residence quarters the walks vary from six to ten feet in width and there is ordinarily a strip of turf between the pavement and the street. Wooden sidewalks are very common in these parts of the city, but they are rapidly being replaced by artificial stone or asphalt.

**Signal Service.**—The signal service observer has offices in the post office building. Daily observations of the weather, and meteorological conditions are made and recorded, and a weather map and "indications" are issued each morning, except Sunday.

**Skating.**—From the middle of November until early in March the ice on the numerous lakes is usually strong enough for skating. There is seldom heavy snow until after Christmas after which time skaters must be content with artificial rinks or go to the Loring Park lake which is kept clear of snow for the public convenience. A building containing warmed rooms for adjusting skates, check rooms for superfluous wraps, and a large assortment of skates for rent, is put up each fall and removed in the spring. The ice is frequently flooded and allowed to freeze thus securing a fresh surface as often as wanted. Its central position makes it accessible and within walking distance for a large population. When there is skating at Lake Calhoun the Como Harriet Interurban line is the most convenient route. Skating on the river or lakes during the ice cutting

season is dangerous, as the spaces from which ice has been removed often freeze over lightly and offer a tempting but unsafe surface for the skater.

**Sleighing.**—There are usually about three months of good sleighing in each year at Minneapolis. The drives are delightful and with plenty of wraps a dash behind a good horse is enjoyable even with the mercury below zero. But there are many warmer days when the most delicate will find a sleigh ride exhilarating. The authorities usually designate, each winter, some broad street to be used for speeding fine horses.

**Soo Line.**—The popular name for the Minneapolis, St. Paul & Sault Ste Marie R'y, which see.

**Soldiers Home.**—The Minnesota Soldiers' Home occupies a tract of 51 acres near Minnehaha Falls, and within the limits of the city of Minneapolis. It was established in 1887 and is under the management of a commission of seven trustees. To secure the home, the citizens of Minneapolis raised a large sum of money and donated the land to the state. The city has since purchased the surrounding property which has been named Minnehaha Park and the whole tract is being "parked" in uniform style. The home is on the "cottage plan." A section of a central hospital and main building has been erected and around it are cottages which are the actual homes of the pensioners, and the other minor departments of the institution. Each cottage will accommodate 70 men. There are about 250 members of the Home. The buildings have cost about \$150,000 and the expense of maintenance is about \$40,000 per year.

Minnehaha Av. electric line. It is a six mile bicycle run or drive from the center of the city.

**South-East Minneapolis.**—The name commonly used to designate that part of the eastern district south of Central Av. and Division St. —or where the streets and avenues are called "southeast."

**South Minneapolis.**—A rather indefinite term used to designate that part of the city lying southeast of the business center and south and west of the Mississippi river. South Minneapolis station on the C. M. & St. P. R'y is about two miles from the downtown depot.

**Sports.**—Athletic sports are among the staple amusements of the Northwest, where irresistible energy is the natural consequence of a vigorous climate.

In summer golf, tennis, baseball, bicycling, yachting, swimming, and riding have their thousands of votaries, while the disciples of Izaak Walton and the mighty Nimrods find stream and field near the city for their pleasure. Two driving parks within a short distance of the city furnish delight for all who appreciate contests of the speed ring—in saddle or harness. Golf and tennis also flourish and there are numerous clubs.

In winter curling, skating, ice yachting and trotting on the ice, and sleighing are the popular sports. Several well equipped gymnasiums afford ample facilities for those who enjoy the use of apparatus for indoor exercises.

Every legitimate sport has its followers in Minneapolis, and to whatever you turn you find amateur experts worthy to test the mettle of the

best. Numerous clubs invite the new comer to membership, and insure him health and pleasure as a result.

**Spring Water.**—River and well water are, as a rule, not regarded as healthful for drinking purposes. Thousands of families supply themselves with water from the natural springs in the vicinity of 6th Av. N. This water is exceptionally pure and slightly mineral. Several concerns make a business of supplying families and restaurants with this water. It is delivered at the door in jugs several times a week, or as often as required, at a low rate per gallon.

**St. Anthony Falls.**—Strangers in Minneapolis look in vain for the famed St. Anthony Falls, pictured in every school geography of generations ago, as a seething, boiling torrent plunging over a wild and rocky precipice. With the construction of the "apron" (See "Water Power") the falls as such went out of existence but the taming of the great river and its confinement within metes and bounds by the skill of man, is perhaps as wonderful as the unchecked madness of the natural waterfall. The best view of the falls is obtained from the incoming trains from St. Paul as they pass over the stone arch bridge. A less hurried view may be had by descending to the foot of 6th Av. S. and passing under the stone arch bridge. The fall is about fifty feet in the perpendicular; with the rapids below the fall amounts to about eighty-five feet. St. Anthony Falls are 2,200 miles from the mouth of the Mississippi river and mark the head of navigation. The utilized horse power is 40,000 in the upper and lower dams. (See "Water Power," "Flour and Flour Mills.")

**St. Anthony Park.**—A suburb lying east of the city, 20 minutes ride distant on the Como Harriet Interurban line. It is within the St. Paul city limits.

**State Fair.**—Is held annually about the second week in September on the fair grounds at Hamline midway between Minneapolis and St. Paul. The beautiful grounds comprise about 200 acres and the buildings are the finest devoted to fair purposes in the country. The attractions are always first-class. Magnificent displays of thoroughbred stock, farm machinery and products and general merchandise are sure to be seen. There are also daily races in which noted horses are entered.

The dates for the fair of 1900 are September 3 to 8 inclusive. It will be the largest and most comprehensive ever held in the United States. In addition to the displays of live stock, farm products, fruit, farm machinery, dairy products and appliances, women's work, poultry and what not, the Minnesota fair has been selected as the time of the annual national exhibition of the American Hereford Breeders Association. In recognition of this event the fair management has enlarged its live stock premiums and other breeders' associations have duplicated the regular premiums in their several classes. The cattle exhibit will thus become national in character and will be the largest ever seen in the world, even surpassing the famous Royal Cattle Show of London. On account of the special interest in live stock at the 1900 fair all other departments will be larger and better through the desire of all classes of exhibitors to be present at the chief event of its kind of the year.

Races of high character will be held upon the mile track every afternoon. Under a state law selling of pools is prohibited. The fair management hangs up liberal purses and the business men of Minneapolis and St. Paul guarantee \$5,000 purses for special races on Minneapolis Day and St. Paul Day.

A feature of the fair is the maintenance by the State Federation of Womens' Clubs of headquarters where visiting women are entertained and special exercises are arranged. Gatherings of Old Settlers, Farmers Institutes, good roads conventions and similar adjuncts lend themselves readily to the attractiveness of the fair as a whole.

Evening entertainments are provided at special rates with racing and other amusements under electric light.

The Como Interurban Harriet electric line passes the fair grounds gates depositing passengers on the grounds within 20 minutes after leaving the center of the city for a five cent fare.

The officers of the fair are: President, John Cooper, St. Cloud; first vice-president, Chester R. Smith, St. Paul; second vice-president, Thos. H. Shevlin, Minneapolis; secretary, E.W. Randall, Hamline; treasurer, F. J. Wilcox, Northfield.

Board of Managers: W. M. Liggett, St. Anthony Park, J. H. Letson, Alexandria, N. S. Gordon, Crookston, J. C. Curryer, Mankato, C. N. Cosgrove, Le Sueur, J. M. Underwood, Lake City.

**State University.** (See "University of Minnesota.")

**Stationers.** — Leading establishments are John A. Schlener & Co., 516 Nicollet Av.; Beard Art & Sta. Co., 624 Nicollet; Whitall & Siddall,

423 Hennepin Av. (See "Bookstores.") Consult lists of stationers and wholesale paper dealers in city directory.

**Statuary.**—There has been little attempt to beautify the city with statuary. The monument to Ole Bull in Loring Park and the statue of Ex-Gov. John S. Pillsbury which will be erected on the University campus during 1900, mark the only real attempts in this direction. A fine collection of casts of antique sculpture, originally purchased by the exposition has found an appropriate home in the Minneapolis public library building. It includes reproductions of many of the best known masterpieces of ancient sculpture.

**Steamboats.**—Obstructions in the channel of the Mississippi river between St. Paul and Minneapolis have prevented steamboats from coming to the latter city for 25 years. Recent legislation has provided for the maintenance of slackwater navigation and the work of constructing the first of a series of dams and locks has commenced near the Lake St. bridge. (See "Gov't Lock.")

**Steel Arch Bridge.**—The "steel arch bridge" spans the west channel of the Mississippi from Bridge Square (the foot of Nicollet and Hennepin Aves) to Bridge St. on Nicollet Island. This is the main thoroughfare between the east and west sides of the river. The bridge has a width of 80 feet; with a roadway 56 feet wide and two sidewalks having a width of 12 feet each. The bridge has a length of 530 feet and consists of two spans of 258 feet each. Its cost is nearly \$200,000. Over 4,000 teams cross the river at this point daily.



**St. Louis Park.**—About four miles from center of city on M. & St. L. R'y. This is a manufacturing suburb and is provided with first-class railroad facilities, has the best of sewerage, and is in every way advantageously located. (See "Sugar Factory.") Como Interurban Harriet line to 29th St. junction of St. Louis Park line.

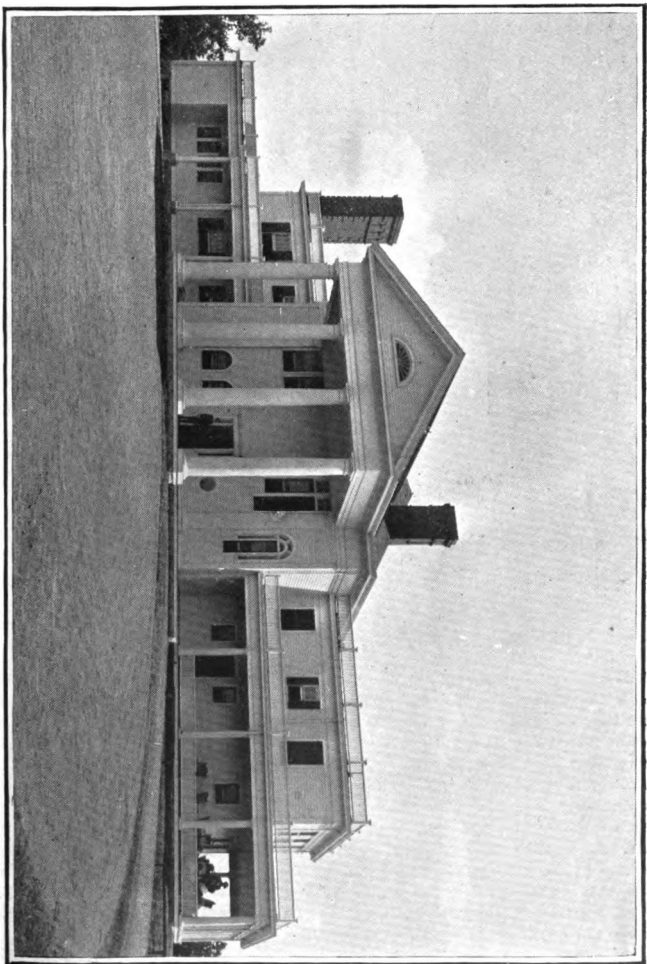
**Stock Yards.**—A fine tract of 1,200 acres near Sandy Lake and about seven miles from Minneapolis is occupied by the Twin City stock yards which were erected in 1889. New Brighton station on the "Soo" railway is on the stock yards property. The yards are also tapped by the Belt railway, which leaves the Northern Pacific at St. Anthony Park and running thence north and west until it makes a junction with the Northern Pacific near Fridley, passes through the grounds and affords excellent facilities in the way of shipping. Como Interurban Harriet car to Belt line station.

**Stone-Arch Bridge.**—The railroad bridge spanning the Mississippi immediately below the Falls of St. Anthony and forming a graceful curve in front of the great flour mills. Passenger trains over the Great Northern, Northwestern Line, Burlington and Wisconsin Central R'y, all cross this bridge giving the traveler a fine view of the falls and rapids below, the mills on both sides of the river and the exposition building. The bridge carries a double track. It is a fine example of engineering skill.

**Storage.**—Household goods are received on storage at various warehouses at a rather flexible rate of \$1.50 per load for the first month and

\$1 for each succeeding month. As loads vary widely in size, it is well to have some more definite agreement regarding rates before the goods are delivered. Separate compartments for goods are provided in some warehouses at a charge of \$4 or \$5 per month or less for a long time. These warehouses insure goods held on storage if requested. There are also numerous warehouses which store general merchandise exclusively, and elevators for grain storage. (See "Elevators.")

**St. Paul.**—The main part of the city lies upon the slopes of the hills which rise abruptly from the river bank and reach in some places a height of about 200 feet. The railroads enter along the foot of the bluffs, or through a narrow valley which gives access to the highlands back of the city and forms the only break in the bluffs on the north shore of the river. Within a few blocks of the union passenger station, at the foot of Sibley St., street cars may be taken for any part of the city. The leading retail streets are East Sixth, East Seventh and Wabasha, the first two parallel with the river and the last at right angles and about half a mile west of the union depot. Public buildings of special interest are the State Capitol on Wabasha between Exchange and 10th Sts.; the new State Capitol building (unfinished) on upper Wabasha St.; the Court House, Wabasha between 4th and 5th Sts.; and the Minnesota Club, Cor. Cedar and 4th Sts. The Globe, the Pioneer Press and Dispatch have fine buildings and the New York and Germania Life Insurance Companies have given the city handsome structures. St. Anthony Hill, west of the business center, and



MINIKAHDA CLUB HOUSE,

COMO INTERURBAN HARRIET ELECTRIC LINE.

WEST SHORE LAKE CALHOUN.



# I N FUTURE DAYS

You will look back and wonder why you did not plan a few trees and plants every year. You will more than wonder why—you will deeply regret it. You will resolve to "turn over a new leaf," and you will very likely spend a lot of money trying to get "quick results." This is both expensive and unsatisfactory. Begin your collection now, keep vacancies filled in annually and save your **time, money and temper.**

## OUT-DOOR DECORATION

For Public or Private Grounds.

**Our Ornamental Department** is the largest in the West. We have hundreds of varieties of hardy Trees, Shrubs, Flowering Plants, Climbing Vines, Roses, etc.

**Special Attention** now given to Landscape Gardening, both on a large and small scale. Parties desiring advice should accompany request with a rough sketch of the ground to be planted, showing approximate distances, buildings, etc.

## OUR ECONOMIC DEPARTMENT.

**FRUIT.** The largest stock of Hardy Fruits in the North. Our 32 years' experience, both in the propagation and culture of fruit in Minnesota, has led us to invest much time and money in bringing forward native and otherwise adapted varieties, suited to the needs of the Northern planter. Among these may be mentioned the Aitkin Plum, Okabena Apple, North Star Currant, Campbell's Early Grape, Loudon Raspberry, etc.

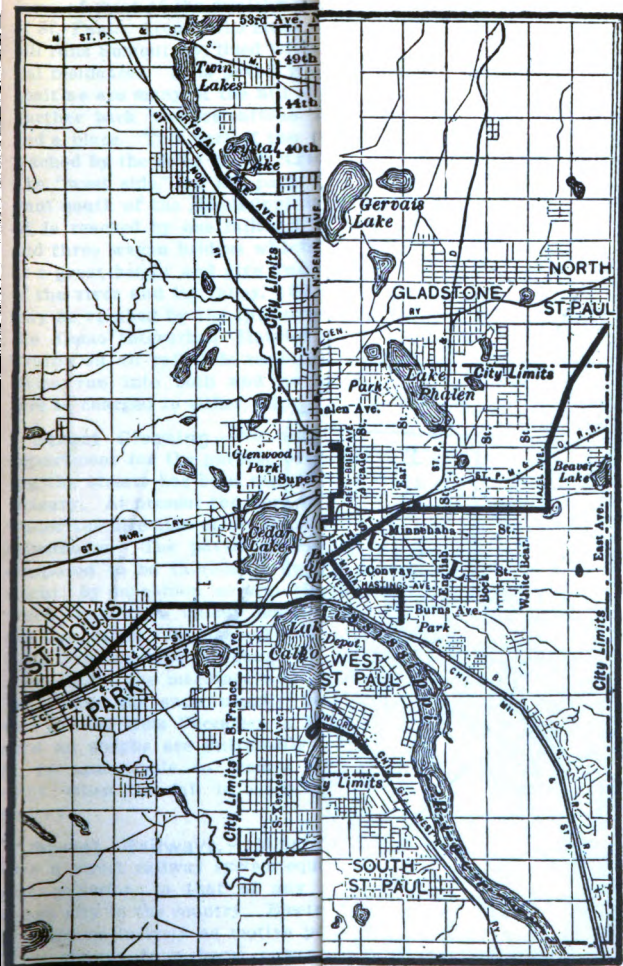
**SHADE.** A large and complete assortment of the popular and improved varieties, including the American White Ash (*Fraxinus Americana*), American Linden (*Tilia Americana*), European Linden (*Tilia Europea*), Black Walnut (*Juglans Nigra*). Other varieties listed on application.

**THE JEWELL NURSERY Co.,**

**LAKE CITY, MINN.**

ESTABLISHED 1868.





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on a sort of second plateau, is the home of most of the wealthy citizens of St. Paul. Around the crest of the hill runs Summit Av. lined with palatial residences. It is paved with asphalt as are many of the hill streets. Farther back less pretentious homes find a place. This part of the city is reached by the Selby Av. electric line. The "west side," as the part of St. Paul south of the Mississippi is called, is reached by one railroad bridge and three wagon bridges which cross at a great height and give fine views of the river and its valley. St. Paul may be reached by the Interurban or the Como Interurban Harriet line. Trains on all railroads reaching the cities run into both and an equal fare is charged to either point.

**Street Cleaning.**—No organized department for the purpose of cleaning the streets has been regarded necessary. At present the work is done under the direction of the street commissioners. The paved streets are supposed to be thoroughly swept at night, by machines, several times a week, and when muddy horse-scrappers are called into use. The sweepings are collected by gangs of men who follow the machines with carts. In winter the snow usually lies on the ground from December to March, and as sleighs are universally used, it is undesirable to remove it except when the fall is exceptionally heavy.

**Street Railways.**—Minneapolis has a street railway system equal, if not superior, to that of any first-class city in the country. Electricity is used exclusively as motive power. The change from horse power was begun in 1889 and was accomplished within two years. It involved the entire rebuilding of the system, and the

purchase of a new equipment throughout.

About the same time the street railway system of St. Paul was connected with that of Minneapolis and the two system made practically one. The Twin City Rapid Transit Company owns and operates the entire dual city system as well as a suburban line of nearly 22 miles reaching from St. Paul to White Bear Lake and Stillwater. The company is officered as follows: President, Thomas Lowry; vice-president, C. G. Goodrich; auditor, J. F. Calderwood; general manager, Willard J. Hield; superintendents, Minneapolis division, G. Brigger, St. Paul division, D. S. Smith, Stillwater division, C. C. Burdick.

In the entire system there are 250 miles of electric railway and to operate the system 1,000 cars and an army of men are required. Power for the entire Minneapolis system and a part of the St. Paul system in the interurban district, is obtained by the utilization of water power. This is the only large street railway system in the world which depends upon water power for generating its electric current. The power house is on the east bank of the river below the 10th Av. bridge at the end of the "new power dam" constructed by the St. Anthony Falls Water Power Company, from which corporation the street railway company leases its power rights. In this power house are 10 700 kilo-watt generators capable of furnishing 10,000 horsepower. The electric current is conveyed to distant parts of the lines in the two cities by means of large cables. The company has auxiliary steam power plants in several large power houses for use in case the main power house should be disabled. At the corner

of 31st and Nicollet Av. are extensive shops where the company manufactures its own cars and does its repair work.

The new type of car is a double truck car, which will seat 51 people, with large windows, electric lights and modern heaters. These cars are capable of high speed and are models of comfort and convenience. The electric cars afford a popular means of seeing the city and environs. (See "Excursions.") Special cars may be obtained for private trolley parties.

#### Minneapolis Lines.

Every part of Minneapolis may be reached by lines diverging from the business center. In the center many of the lines encircle the "loops" or common central lines which obviate the necessity of reversing or turning the cars. These loops are as below:

**Union Depot Loop.**—On Washington Av. from Hennepin Av. to 1st Av. S. to High St., to Hennepin Av., to Washington Av.

**Sixth Street Loop.**—On Washington Av., from 1st Av. S., to Hennepin Av., to 6th St., to 1st Av. S., to Washington Av.

The names of the various lines and their routes are as follows:

**Bryant Avenue.**—On Bryant Av., from 46th St., to 31st St., to Lyndale Av., to Hennepin Av., to Washington Av.

**Bloomington Avenue Short Line.**—On Bloomington Av., from 32nd St., to Franklin Av., to 15th Av. S., to 7th St., to 10th Av., to 6th St., to 8th Av., to 4th St., to 1st Av., and around Union Depot Loop.

**Bryn Mawr and Eight Street S. E.**—From Oliver Av. on Laurel Av. to Aldrich Av., to Hawthorn Av., to 12th St., to Hennepin Av., to Central Av., to 8th St., to 14th Av. S. E.

**Cedar and Emerson.**—On Cedar Av., from 34th St. to Washington Av., to 20th Av. N., to Emerson Av., to 32nd Av. N.

**Cedar Avenue Short Line.**—On Cedar Av., from 34th St. to Washington Av., to Hennepin Av.

**Como-Interurban-Harriet.**—From Lake Harriet Loop via lakesides to

31st St., to Hennepin Av., to Central Av., to 4th St., to 15th Av. S. E., to Como Av., to County Road, to Langford Av., to Como Loop (Churchill, Lexington & Langford Aves.) thence on Van Slyke Av., to Chatsworth St., to Front St., to Como Av., to Rice St., to Wabasha St., and around the St. Paul loop, i. e. from 8th St. on Wabasha St. to 5th St., to Robert St., to 8th St., to Wabasha St.

**Eighth and Central.**—On Central Av. from 40th Av. N. E. to Hennepin Av., to 6th St., to 8th Av. S., to 10th St., to Chicago Av., to 38th St.

**Eighth Avenue Short Line.**—On Chicago Av. fr 29th St., to 10th St., to 8th Av. S., to 6th St., to Hennepin Av., to Washington Av., and around Union Depot loop.

**First Avenue South and Twentieth Avenue North.**—On 31st St. from Hennepin Av. to Nicollet Av., to Grant St., to 1st Av. S., to Washington Av., to 20th Av. N., to Crystal Lake Av., to Penn Av., to 32nd Av. N.

**First Avenue Short Line.**—On Nicollet Av. from 31st St., to Grant St. to 1st Av. S., and around Union Depot loop.

**Fourth Avenue S. and Sixth Avenue N.**—On 4th Av. S. from 38th St., to 3rd St., to Hennepin Av., to 5th St., to 6th Av. N., to Russell Av.

**Fourth Avenue Short Line.**—On 4th Av. S. from 31st St., to 3rd St., to Hennepin Av.

**Interurban Line.**—From Hennepin and Washington Aves., via 6th St. loop, to Washington Av. S., to Washington Av. S. E., to University Av., to Wabasha St., and around St. Paul loop, i. e., from 8th St., on Wabasha St., to 5th St., to Robert St., to 8th St., to Wabasha St.

**Minnehaha Falls.**—On Minnehaha Av., from Minnehaha to 27th Av S., to Riverside Av., to Cedar Av., to Washington Av., to Hennepin Av., and around 6th St. loop.

**Monroe and Lyndale.**—On Washington St. from 17th Av. N. E. to Broadway, to Monroe St., to 7th St., to Central Av., to Hennepin Av., to Lyndale Av., to 31st St.

**Oak Street and Kenwood.**—From Washington Av. S. E. on Oak St. to 4th St., to Central Av., to Hennepin Av., to Douglas Av., to Oliver Av., to Penn Av., to 21st St.—Lake of the Isles.

Plymouth and Bloomington.—On Bloomington Av. from 32nd St. to Franklin Av., to 15th Av. S., to 7th St., to 10th Av., to 6th St., to 8th Av., to 4th St., to 1st Av. S. to Washington Av., to Plymouth Av., to Penn Av.

Riverside Line. — On Minnehaha Av. from 32nd St. to 27th Av. S., to Riverside Av., to Cedar Av., to Washington Av., to Hennepin Av., and around 6th St. loop.

Western Avenue and Second Street N. E.—On 25th Av. N. E., from Grand to 2nd St., to Central Av., to Hennepin Av., to 7th St. N., to Western Av., to Penn Av.

Washburn Park and Camden Place.—On Nicollet from 50th St., to Grant St., to 1st Av. S., to Washington Av., to 49th Av. N.

All St. Paul lines are tapped by the two interurban lines. To reach White Bear Lake and Stillwater passengers transfer to the Stillwater Interurban at 7th and Wabasha Sts. in St. Paul. The route is as follows:

Stillwater Interurban.—From St. Paul to White Bear Lake and Stillwater: From Cedar St. switch on 8th St. to Wabasha, to E. 5th St. to Broadway, to E. 7th St., thence on right-of-way to Wildwood, White Bear Lake and Stillwater, Minnesota, returning on East 7th St. to Cedar St.

All cars carry plain signs of different colors, and bearing the name of the route, and at night have illuminated signs in front. On all principal lines they run at intervals of from four to fifteen minutes. Cars stop only after crossing intersecting streets. Fare, five cents on all local lines. Interurban lines ten cents. Stillwater Interurban line 30 cents. Transfer tickets may be obtained from the conductors. See "Excursions," "Lake Harriet," "Como Park," "Minnehaha," etc.)

**Streets and Avenues.**—To find conveniently, a given street or a given number, however remote, is made comparatively easy by an understanding of the general plan on which the city is laid out. This is measurably simple. Consultation with the map will show that the city is divided into two parts by the Mississippi

river which has a generally southeasterly course within the limits. The smaller part of the city—its northeastern corner—is called the East Division, or in common parlance the "east side." The larger part is of course the West Division or "west side." The streets and avenues of the two divisions are entirely distinct and have different names and sets of house numbers.

The numerical system of naming streets and avenues is in use. In the West Division the streets are parallel with the river and are designated as North and South, First, Second and Third Streets, etc. Hennepin Avenue as far as Kenwood Boul. is the dividing line between North and South. The thoroughfares running at right angles with the river are called Avenues, and their position with regard to Hennepin Av. (the dividing line) is indicated by the addition of the words "North" or "South." Thus Fourth Av. North is the fourth avenue north of and parallel with Hennepin Avenue. South of Hennepin, Nicollet Avenue intervenes before First Avenue South after which the numbered Avenues continue consecutively.

The course of Nicollet Av. from the river is southwest for about a mile. At Grant St. (next to 13th St.) Nicollet Avenue turns due south and continues to the city limits with all intersecting streets at right angles and consequently having due east and west lines. From Grant St. to the south limits Nicollet Av. becomes the dividing line and intersecting streets are designated as "east" and "west." Thus East 14th St., is the first south of East Grant, and West Fourteenth, its continuation west of Nicollet. First Avenue South continues as the first street east of



and parallel with Nicollet south of Grant and with the other avenues retains its appellation of "south."

Parallel with Nicollet on the west is a series of avenues designated by names. The seventh is Lyndale which runs exactly north and south from the north to the south boundary lines of the city. It is an avenue and as such would be expected to be at right angles with the river. But in the northern part of the city it is, by a change of the river's course, exactly parallel with the stream and consequently with North First St. which has followed the bend of the river. From Plymouth Av. (same as 13th Av. N.) Lyndale Avenue is the seventh street west of the river. West of and parallel with Lyndale and extending north and south from Superior Av. is a series of avenues whose names are alphabetically arranged as Aldrich (first west of Lyndale) Bryant, Colfax, Dupont, etc. This series extends to the western city limits.

In the East Division the same system prevails with Central Av. and Divisions Sts. as the dividing line as Hennepin Av. is on the west side. To prevent confusion with the west side, avenues north of and parallel with Central Av. are called "First Av. Northeast," "Second Av. Northeast," etc., and south of Central Av., "First Av. Southeast," etc. The streets are called "Southeast Fourth St.," or "Northeast Second St.," according to the direction from Central Av. The addition of the word "east" in this designation has no significance except that it marks the street or avenue as being in the East Division.

In various parts of the city there are avenues between the consecutive numerical streets or avenues. These

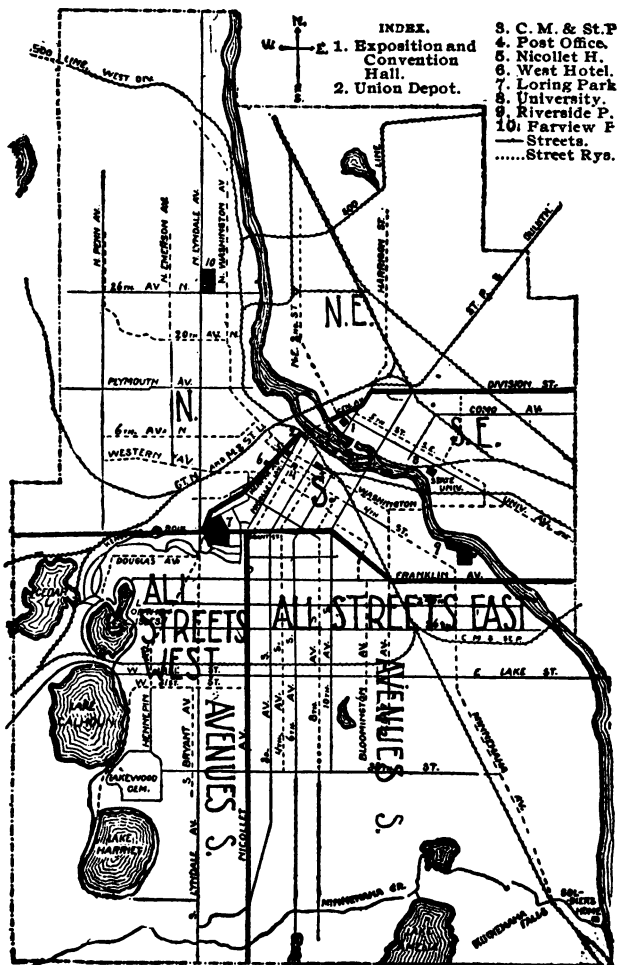
are sometimes confusing to strangers. The most conspicuous among these is Washington Av., which runs north and south parallel to the river between Second and Third Sts.

House Numbers.—In numbering stores and houses a new hundred is commenced at the crossing of every numerically named street or avenue. Thus 700 1st Av. S. would be the first door beyond S. 7th St., whether the "600s" had been exhausted between 6th and 7th Sts. or not. On ordinary blocks there are from twenty-five to thirty numbers. One may be sure that 627 S. 9th St. is very near the intersection of 7th Av. S. Where the streets are not designated numerically a new "100" is ordinarily commenced after each crossing though the rule is not invariable. A good point to remember is that on all streets and avenues crossing Lyndale Av. the first number west of Lyndale is invariably "700."

By keeping the general principle of the numbering system in mind it is not difficult to find any number or to determine in advance just how many blocks it is distant.

In the following directory all numerically named streets and avenues are omitted except where their course is unusual. The foregoing explanation will enable one to find those which conform to the general rule. In some parts of the city the system is sadly broken in upon and it has been the object to mention all streets in such localities. Important divergencies from the system of numbering are also noted.

"A" St., E. D.—1st e of Johnson st, Division st, to limits. Continuation of 11th av se. (The streets east of "A" st to the city limits are named consecutively "B," "C," "D," etc. to "U" which is close to the limits. All are numbered same as Johnson st. As few of them are opened for more



### STREET DIVISIONS IN MINNEAPOLIS.

THE BLACK LINES SHOW THE DIVISION POINTS BETWEEN STREETS CALLED "NORTH," "SOUTH," "NORTH-EAST," "SOUTH-EAST," ETC.

than a few blocks they are not mentioned again in this list.)

Adams St., E. D.—1st e of Washington st, 4th av ne to 18th av ne; 400 4th av ne, 600 Spring st, 700 Summer st, 1100 Broadway, 1300 13th av ne. (Regular to end.)

Aldrich Av.—See N. and S. Aldrich.

Arlington St., E. D.—River e to University av, 1st s of University grounds.

Barnes Pl., W. D.—Humboldt av w to Lovell av, 1st n of 8th av n.

Bassett Pl., W. D.—6th av n to 8th av n, 1st w of Aldrich av.

Beacon St., E. D.—River to University av, 2d s of University grounds; 4 River, 100 Prospect st, 200 Pleasant, 300 State, 400 Church, 500 Union, 600 Harvard, 700 Walnut, 800 Oak, 900 Ontario.

Belle St., E. D.—Oak to e limits, 1st n of Marshall av.

Bjornson Av., W. D.—1st e of 22d av so, s 5th to s 6th.

Blaisdell Av., W. D.—Franklin av to w 48th st, 1st w of Nicollet av.

Bloomington Av., W. D.—Franklin av s to city limits, 1st e of 15th av s.

Bluff St., W. D.—1st n of 1st st, Cedar av to 20th av s.

Border Av., W. D.—Holden st n w to Lakeside av, 1st s w of Highland av; 2 Western av, 14 Holden st, 30 Border pl.

Border Pl., W. D.—Highland to Border avs, Oak Lake add.

Bradford Av., W. D.—6th av n to 8th av n, 2d e of n Lyndale av.

Bridge Sq., W. D.—The combination of Hennepin and Nicollet avs from their junction at 1st st to the river.

Bridge St., E. D.—Nicollet Island, connecting east and west channel bridges, 2 Bridge, 10 Island av, 40 Wilder st.

Broadway St., E. D.—Main st e to limits, 1st s of 12th av ne; 131 Main st, 201 2d st ne, 301 University av ne, 401 ne 4th st, 401 ne 4½ st, 501 ne 5th st, 601 ne 6th st, 627 Washington st, 643 Adams, 660 Jefferson, 608 Madison, 700 Monroe, 720 Quincy, 740 Jackson, 760 Van Buren, 780 Central, 790 Tyler, 852 Fillmore, 872 Pierce, 892 Buchanan, 912 Lincoln.

Brook Av., E. D.—Rollins' add, 12th av se to Oak st, 1st s of Como av.

Bryant Av.—See N. and S. Bryant.

Buchanan St., E. D.—Division st n to limits, 1st w of Lincoln; 300 Divi-

sion st, 400 Winter, 600 Spring, 700 Summer, 1100 Broadway, 1200 12th st ne, etc.

Butler Pl., W. D.—22d av s to 25th av s, bet 8th and 9th sts s.

Calhoun Boul., W. D.—E side of Lake Calhoun.

California St., E. D.—First w of Main st, ne fr 15th av ne to limits.

Camden Av., W. D.—First w of Lyndale, 44th av n to 47th av n.

Cedar Av., W. D.—Bluff st to limits, 1st w of 19th av s.

Cedar Lake Av., W. D.—Along s shore of Cedar Lake to s Chowen av.

Cedar Lake Road.—See n and s Cedar Lake Rd.

Cedar Pl., W. D.—E 22d st s to 24th st, 1st e of Cedar av.

Center St.—See Motor av.

Central Ave., E. D.—Stone Arch bdg ne to limits; 60 Stone Arch bdg, 100 Main, 112 Prince, 200 2d st, 208 Ortman, 300 University, 400 4th, 500 5th, 600 6th, 700 7th, 800 8th, 900 9th, 930 10th, 963 3d av ne, 1017 Harrison st, 1037 Summer st, 1100 Broadway, 1200 12th av ne, regular to limits.

Chestnut Ave., W. D.—11th St. W. to limits; begins two blks n of Hennepin av, 51 n 11th, 73 n 12th, 123 n 15th, 147 n 16th, 171 n 17th, 701 Lyndale av.

Chestnut Pl.—S s Chestnut av e of Lyndale av.

Chicago Ave., W. D.—Continuation of 8th av s, 9th st to s limits.

Church St., E. D.—University av se to Margin st; 4th e of river.

Clarendon Ave., W. D.—1st n of w 38th; s Emerson av to Hennepin av.

Clifton Ave., W. D.—Vine pl w to Clifton pl; 1st s of Oak Grove or w 17th st; 100 Vine pl, 420 Clifton pl.

Clifton Pl., W. D.—Crosses w end of Clifton av s from Oak Grove st.

Clinton Ave., W. D.—From Grant st s to limits; bet 3d and 4th av s.

Colfax Ave.—See N. and S. Colfax Aves.

Columbus Ave., W. D.—S fr 18th st, 1st e of Park av, formerly 7½ av, also called "Park Place."

Como Ave., E. D.—10th av se to limits; 1st s of Talmage av; 1001 10th av se, etc.

Cooper St., W. D.—On the flats.

Crystal Lake Ave., W. D.—Humboldt av n to limits; continuation of 20th av n; 1401 e line Forest Heights; 1501 Ewing av n; 1601 James, 1701 Knox, 1801 Logan, 1901 Morgan, 1915 21st av n, 2023 23d av

n, 2201 Penn, 2301 Queen, 2601 26th. Delaware St., E. D.—River e to St Mary av; 4th s of Univer's grounds; 14 Mississippi river, 100 Prospect st, 200 Pleasant st, 300 State st, 400 Church st, 500 Union st, 600 Harvard st, 700 Walnut st, 800 Oak st, 900 Ontario st, 1000 Erie st, 2500 25th av se etc.

Dell Pl., W. D.—Lyndale av e to w 19th st.

Division St., E. D.—Harrison st e to limits; 1st n of Talmadge av; 701 Harrison, 796 Tyler, 812 Polk, 832 Taylor and 5th av se, 852 Fillmore, 872 Pierce, 872 Buchanan, 912 Lincoln, 930 Johnson and 10th av se etc.

Dorman Av., W. D.—First sw of Riverside av fr 40th to 46th av s.

Douglas Av., W. D.—Hennepin av w to limits, 1st n Summit av; 901 Bryant, 1001 Colfax, 1101 Dupont, 1201 Emerson, 1301 Fremont, 1401 Girard, 1500 Humboldt, 1600 Irving, 1700 James, 1800 Knox, 1900 Logan, 2000 Morgan, 2100 Newton.

Dupont Av.—See N. and S. Dupont av.

East Franklin Av., W. D.—Nicollet av to river; 1st s of 19th st same as East 20th st.

East Grant St., W. D.—Nicollet av to Portland av; next n of e 14th st.

East Lake St., W. D.—Nicollet av to river (same as 30th st.)

Eastman Av., E. D.—E and w on Nicollet Island, 1st n of Bridge st, 2 Island Av. e side Island, 58 Island av w side Island.

East River Bank Parkway, E. D.—Along river bank from University to limits. (Formerly River Road.)

18½ Av., NE, E. D.—Monroe e to Fillmore st; 700 Monroe, 801 Quincy, 901 Jackson, 933 Central, 1000 Polk, 1100 Taylor.

18½ Av., S., W. D.—1st e of Cedar av fr e Lake st to limits.

11th St.—See n and s 11th st.

Elliott Av., W. D.—Same as 9th av s fr 9th st to limits.

El Roy St., W. D.—Nicollet bet 29th and 30th w to Pleasant.

Emerald St., E. D.—E limits s fr University av.

Elwood Av., W. D.—6th av n and Humboldt av nw to 10th av n, 604 6th av n, 700 Irving av, 800 8th av n.

Emerson Av.—See N. and S. Emerson.

Erie Av., W. D.—Hennepin av w to limits 2d n of Superior av, 162

Hennepin, 170 n 17th, 700 Lyndale av n, 800 Aldrich, etc.

Erie St., E. D.—2d e of Oak st; fr C M & St P Ry to river; 200 C M & St P Ry, 300 Cambridge, 400 Delaware, 500 Essex, 600 Fulton, 700 Dartmouth av.

Essex St., E. D.—River e to St Mary av, 5th s of University; 14 Prospect st, 100 Pleasant, 200 State, 400 Church, 500 Union, 600 Harvard, 700 Walnut, 800 Oak, 900 Ontario, 1000 Erie, 1200 Huron, 2600 26th av se, 2700 27th av.

Euclid Pl., W. D.—Fr w 25th st to Lake of the Isles boul.

Excelsior Av., W. D.—Sw fr Lake st w of Lake Calhoun.

Fillmore St., E. D.—Division st n to limits, 1st e of Taylor st; 301 Division st, 401 Winter, 601 Spring, 701 Summer, 801 Broadway, 1600 16th av ne, etc.

Florence Court, E. D.—S fr University av, 1st e of 10th av se.

Franklin Av.—See E. and W. Franklin av.

Fremont Av.—See N. and S. Fremont av.

Fulton St., E. D.—Pleasant e to Huron av; 6th s of University grounds; 200 Pleasant, 300 State, 400 Church, 500 Union, 600 Harvard, 700 Walnut, 800 Oak, 900 Ontario, 1000 Erie, 1027 Huron.

Garfield Av., W. D.—Franklin av s to limits; 6th w of Nicollet av.

Girard Av.—See N. and S. Girard av.

Grand Av., W. D.—Franklin av to limits, 4th w of Nicollet av.

Grand St., E. D.—13th av ne, n to 31st av ne, 1st e of Marshall.

Grant St.—See E. and W. Grant st.

Greely, Av., W. D.—Western av s to 1st av n, 1st w of Fremont av; 200 1st av n, 224 2d av n.

Grove St., E. D.—Nicollet Island; e and w across Nicollet Island, 2d n of Bridge st; 2 Island av w side, 28 Nicollet st, 58 Island av e side.

Groveland Av., W. D.—Fr w 19th at Pillsbury av, w to Mount Curve av, 1st n of Mt Curve av, 240 w 19th st, 400 Dell pl, 500 Clifton pl, 700 Lyndale av, 1000 Dupont.

Harmon Pl., W. D.—10th st to Hennepin, 1st s of Hennepin; 1000 10th, 1100 11th, 1200 12th, 1300 13th, 1400 Spruce pl, 1500 Willow st, 1528 Maple.

Harriet Av., W. D.—Franklin av s to city limits, 2d e of Lyndale.

Harrison St., E. D.—Division st n to 3d av ne, 300 Division, 400 Winter.

Harvard St., E. D.—6th e of river, fr University av s to river; 2 University av se, 100 Arlington st, 200 Beason, 300 Cambridge, 400 Delaware, 500 Essex, 600 Fulton.

Hawthorn Av., W. D.—9th st n, sw to R R tracks, and fr Cedar Lake Road to limits; 1st n of Hennepin at beginning.

Hennepin Av., W. D.—Sw fr river to w 28th st, thence due s to Florence av; 1st to 13th sts regular, 1400 Laurel av, 1401 Spruce pl, 1501 Willow st, 1528 16th, 1529 Maple, 1576 Harmon pl, 1608 Superior av, 1701 Oak Grove st, 1732 Lyndale av on w, 1748 Groveland av, 1769 Lyndale av on e, 1780 Mount Curve av, 1800 Summit, 1900 Lincoln, 2000 Franklin, 2100 Colfax av s, 2200 w 22d st, regular to end.

Hiawatha Av., W. D.—E 22d st se to limits, 1 blk e of Cedar av at 22d st.

High St., W. D.—Bridge sq s to 1st av s; 1st w of river.

Highland Av., W. D.—Royalston av nw to Lyndale av, bet Royalston and Lakeside avs; 2 Royalston av, 86 Royalston.

Hillside Av., W. D.—Humboldt av nw to 25th av n; 1400 Humboldt av n, 1500 Irving, 1700 Ilion, 1800 James, 1901 Logan.

Hoag Av., W. D.—Royalston av to 8th av, 1st w of n 6th; 21 Royalston av, 601 6th av n, 701 7th av n.

Holden St., W. D.—N 9th st w to Border av, 1st n of Western av.

Holmes Av., W. D.—H & D R R to w 36th st, 1st w of Hennepin av.

Howard St., E. D.—W of Monroe, fr 22d av ne to 27th av ne.

Humboldt Av.—See N. and S. Humboldt av.

Huron Av., W. D.—Lyndale av w to Fremont av, 1st s of Erie av.

Huron St., E. D.—Essex st s to river, 1st e of Erie st; 500 Essex, 600 Fulton, 700 Dartmouth av, 800 Yale av.

Irving Av.—See N. and S. Irving av.

Island Av., E. D.—On Nicollet Island, fr w end of Bridge st to e end around the n end of island; 1 Bridge st, 29 Eastman av, 49 Grove st, 75 G. N. R'y, 107 Maple st, 163 Maple st, 208 G. N. R'y, 219 Grove st, 267 Bridge st.

Jackson St., E. D.—2d av ne to 27th av ne; 5th e of Adams; 300 3d av ne, 600 Spring, 700 Summer, 1100 Broadway, 1200 12th av ne, etc.

James Av.—See N. and S. James av.

Jefferson St., E. D.—3d av ne, n to limits; 1st e of Adams; 300 3d av ne, 400 4th av ne, 600 Spring st, 700 Summer, 1100 Broadway, 1300 13th av ne, etc.

Jewett Pl., W. D.—6th av n to 8th av; 1st w of Dupont.

Johnson St., E. D.—Division st n to limits, 1st e of Lincoln; 300 Division, 400 Winter, 600 Spring, 700 Summer, 1100 Broadway, 1600 16th av ne, etc.

Kenwood Boul., W. D.—Same as Superior av to Humboldt, Hennepin av w, sw and s to Lake of the Isles boul; 101 Lyndale, 501 Dupont, 601 Emerson, 901 Waverly pl, 1200 Morgan, 1700 Mt Curve, 1800 Douglas, 2000 Franklin, 2200 22d st.

Knox Av.—See N. and S. Knox.

Lake St.—See E. and W. Lake st. Lake Harriet Boul., W. D.—Around Lake Harriet.

Lake Pl., W. D.—Irving av s to w 26th st; near Lake of the Isles; 2204 Irving av, 2500 e 25th st.

Lake of the Isles Boul., W. D.—Around Lake of the Isles.

Lakeside Av., W. D.—Western av n and w to Lyndale av, 1st e of Lyndale; 1 Western av, 21 Lawn pl, 57 Border av, 73 Park pl.

Laurel Av., W. D.—Hennepin av at 14th st w to n Abbott av, 1st s of Hawthorn.

Lincoln Av., W. D.—Lyndale av w to s Oliver av; 1st n of Franklin; 701 Lyndale av, 801 Aldrich, 813 Hennepin, 901 Bryant, 1001 Colfax, 1101 Dupont, etc.

Lincoln St., E. D.—7th e of Central fr Division st n to limits; 301 Division st, 400 Winter, 600 Spring, 700 Summer, 1100 Broadway, 1600 16th av ne, etc.

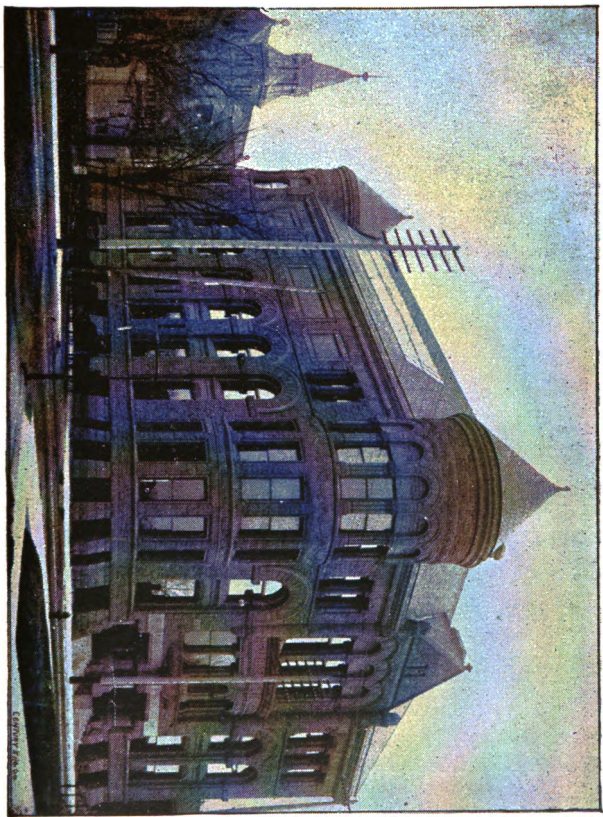
Linden Av., W. D.—12th st nw to R R track; 1st s of Chestnut av; 72 n 12th st, 120 n 15th, 144 n 16th, 168 n 17th, 184 Lyndale av, 228 n 19th, 256 Bryant av.

Locust St., W. D.—427 22d av s to river.

Logan Av.—See N. and S. Logan.

Lowland Av., W. D.—Each side of N P R R on the flats.

Lyndale Av.—See N. and S. Lyndale.



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Lyndale Pl., W. D.—1st w of Lyndale av fr 6th av n.

McNair Av., W. D.—Penn av at Crystal Lake Road sw to limits.

Madison St., E. D.—3d e of Washington st fr 3d av ne to 27th av ne; 300 3d av ne, 400 4th, 600 Spring st, 700 Summer, 1100 Broadway, 1300 13th av ne, regular to end.

Main St., N. E.—1 Central av ne to city limits.

Main St., S. E.—2 Central av se to 8th av se.

Maple St., E. D.—Crosses n end of Nicollet Island.

Maple Pl., W. D.—Hennepin av s to Harmon pl; 1st w of Willow st.

Marshall Av., E. D.—Oak st and 4th st e to limits.

Marshall St., E. D.—5th av ne, nw to city limits; 1st w of Main st.

Mary Pl., W. D.—Bet Nicollet and Hennepin avs; 8th to 13th sts.

Mill St., W. D.—26th av n to 31st av n; next to river.

Mill Pl., W. D.—On the flats.

Minnehaha Av., W. D.—Cedar av and 8th st se to city limits near Minnehaha Falls.

Minnehaha Parkway, W. D.—S of w 52 st, along Minnehaha Creek, fr Lake Harriet to Minnehaha av.

Mississippi St., E. D.—Franklin av bridge to Lenox st.

Monroe St., E. D.—3d av ne to 29th av ne; 1st e of Madison st; 301 3d av ne, 601 Spring st, 701 Summer, 1101 Broadway, 1301 13th av ne, etc.

Motor Av., W. D.—Lake st s, w of Blaisdell av.

Mount Curve Av., W. D.—Douglas av near Hennepin, 816 Douglas, 1000 Colfax, 1101, Dupont 1201, Emerson 1226 Fremont, 1500 Humboldt, 1600 Irving, 1700 James, 1800 Knox, 1900 Logan, 2000 Morgan.

Nicollet Av., W. D.—Hennepin av and High st sw to Grant st thence s to limits; dividing line between East and West for all streets South of Grant.

Nicollet St., E. D.—Nicollet Island; Grove st to Maple.

North Aldrich Av., W. D.—Superior av n to limits; 1st w of Lyndale av; 1 Superior av, 29 Huron, 53 Erie, 77 Ontario, 101 Laurel, 125 Hawthorn, 149 Linden, 183 Chestnut, 201 1st av n, 225 2d, 241 Western, 301 3d av n, etc.

North Bryant Av., W. D.—Superior av n to limits; 2d w of Lyndale av; 1 Superior av, 29 Huron, 53 Erie,

77 Ontario, 101 Laurel, 125 Hawthorn, 600 6th av n, etc.

North Cedar Lake Rd., W. D.—N e from Superior av near Xerxes av to Western av.

North Colfax Av., W. D.—Superior av n to limits, 3d w of Lyndale av; 1 Superior av, 29 Huron, 53 Erie, 77 Ontario, 101 Laurel, 125 Hawthorn, 177 Chestnut, 201 1st av n, 229 2d av n, 251 Western, 301 3d av n; Unopened from 6th av n to 26th av n; thence 100 to a blk to 36th av n.

North Dupont Av., W. D.—Superior av, n to city limits, 4th w of Lyndale av, 1 Superior av, 29 Huron, 53 Erie, 76 Ontario, 101 Laurel, 177 Chestnut, 201 1st av n, 255 Western av, 501 5th av n, etc.

North Eleventh St., W. D.—Hennepin av n to 2d av n, 1 Hennepin av, 31 Hawthorn, 53 Chestnut, 101 1st, 125 Western av.

North Emerson Av., W. D.—Superior av n to limits; 5th w of Lyndale av, same numbering as n Dupont.

North Fremont Av., W. D.—Superior av n to limits; 6th w of Lyndale av, same numbering as n Dupont.

North Humboldt Av., W. D.—Superior av n to limits; 8th w of Lyndale av, same numbering as n Dupont.

North Irving Av., W. D.—Chestnut av to limits; 9th w of Lyndale av; 176 Chestnut av, 204 1st, 232 2d av n, 300 Western av, 400 4th av n, etc.

North James Av., W. D.—Chestnut av n to limits; 10th w of Lyndale av. 170 Chestnut av, 204 1st av n, 232 2d av n, 300 Western, 400 4th av n, etc.

North Knox Av., W. D.—Western av to limits; 11th w of Lyndale av; 400 4th av n, etc.

North Logan Av., W. D.—Superior av n to limits; 12th w of Lyndale av; 300 Western, 400 4th av n, etc.

North Lyndale Av., W. D.—Kenwood Parkway near Loring Park n to limits; 29 Huron, 53 Erie, 77 Ontario, 101 Laurel, 125 Hawthorn, 149 Linden, 171 Chestnut, 195 R R Crossing, 201 1st av n, 229 Western, 301 2d av n, 600 6th av n, etc.

North Ninth St., W. D.—N fr e end of Hawthorn av; 40 Hawthorn av, 100 1st av n, 124 Western av.

North Oliver Av., W. D.—Superior av n to limits, 7th w of Humboldt av; 300 Western av, 400 4th av n, etc.



North Penn Av., W. D.—Sixteenth w of Lyndale av; fr Superior av n to limits, same numbering as Oliver.

North Queen Av., W. D.—Superior av n to limits; 17th w of Lyndale av.

North Russell Av., W. D.—Superior av n to limits; 18th w of Lyndale va, same numbering as Oliver.

North Seventeenth St., W. D.—Fr Erie av 1st e of Lyndale av; 100 Laurel, 125 Hawthorn, 148 Linden.

North Sheridan Av., W. D.—Superior av n to limits; 11th w of Humboldt av.

North Sixteenth St., W. D.—2d e of Lyndale av n; 1 Hennepin, 32 Laurel, 56 Hawthorn, 82 Linden.

North Washington Av., W. D.—Hennepin av to limits; bet 2d and 3d st n; 2 Hennepin av, 100 1st av n, etc.

Oak St., E. D.—River n to Great Northern R R; 1st e of 16th av se.

Oak Grove St., W. D.—Nicollet av w to Hennepin av; s of W 15th st; 101 Vine pl, 201 Spruce pl, 417 Clifton pl, 508 W 15th st, 538 Hennepin av.

Oakland Av., W. D.—1st e of Portland, Franklin av s to limits. Same as 6½ av s. (Formerly called Portland Place.)

Oak Lake Av., W. D.—6th av n to 10th av n; 1st e of Lyndale av.

Oliver Av.—See n Oliver av.

Ontario Av., W. D.—Lyndale av w to Fremont av; 1st s of Laurel av, 1 Lyndale av, 73 Aldrich.

Ontario St., E. D.—Beacon st s to river; 1st e of Oak st.

Ortman St., E. D.—Central av se to 1st av se; 1st w of University av; 1 Central av, 49 Bank st, 100 1st av se.

Pacific St., W. D.—20th av n to 33d av n; 1st e of 1st st.

Park Av., W. D.—Continuation of 7th av s fr 10th st to limits.

Park Pl., W. D.—Fr Border av to Lakeside av., Oak Lake add.

Penn Av.—See n Penn av.

Pierce St., E. D.—Division st n to limits; 1st e of Filmore st; 300 Division st, 400 Winter, 600 Spring, 700 Summer, 1100 Broadway, 1600 16th av ne, etc.

Pillsbury Av., W. D.—Fr w 19th to 48th st, 2d w of Nicollet av (formerly Lindley av).

Pleasant Av., W. D.—W Franklin av s to limits; 3d w of Nicollet av.

Pleasant St., E. D.—Arlington st s to river; 1st e of Prospect st; 101 Arlington st, 201 Beacon, 301 Cam-

bridge, 401 Delaware, 501 Essex, 601 Fulton.

Plymouth Av., W. D.—Same as 13th av n; runs from river w to city limits.

Polk St., E. D.—Division st n to n limits; 1st e of Tyler st; 301 Division st, 401 Winter, 601 Spring, 701 Summer, 1100 Broadway, 1801 18th av ne.

Portland Av., W. D.—Continuation of 6th av s fr Grant st to limits.

Prince St., E. D.—Central av se to Bank st.

Prospect St., E. D.—Arlington st to river; 1st n of Pleasant st; 100 Arlington st, 200 Beacon, 300 Cambridge, 400 Delaware, 500 Essex.

Queen Av.—See N. Queen Av.

Quincy St., E. D.—3d av ne n to 27th av; 1st e of Monroe; 300 3d av ne, 600 Springs st, 700 Summer, 1100 Broadway, 1800 18th av ne, etc.

Ramsey St., E. D.—6th av ne n to river; 1st w of Marshall st.

Randolph St., E. D.—1st e of Marshall st; 26th to 31st av ne.

Ridgewood Av., W. D.—Pillsbury av w to Lyndale; 1st n of Franklin av; 200 Pillsbury av, 400 Pleasant, 700 Lyndale.

River St., W. D.—Hennepin av nw to Bassett's Creek next; to river.

Riverside Av., W. D.—Cedar av and s 4th st; se to 46th av s; regular to 39th av s, 4000 e 26th st, 4100 e 27th, 4500 e 29th.

Royalston Av., W. D.—Western av and 12th st nw to 6th av n; 1 Holden st, 20 Highland av, 120 6th av n.

Sanford Court.—Bet 8th and 9th sts and 7th and 8th avs se.

Sheridan Av.—See N. Sheridan.

Sibley St., E. D.—7th av ne n to 13th av ne; 3d w of Main st.

Snelling Av., W. D.—Franklin av se to limits; 1st w of Minnehaha av.

South Aldrich Av., W. D.—Lincoln av s to limits; 1st w of Lyndale av, 1950 Lincoln av, 2000 Franklin, 2200 w 22d st, etc.

South Bryant Av., W. D.—Douglas av s to limits; 2d w of Lyndale av; 1766 Douglas, 1800 Summit, 1900 Lincoln, 2000 Franklin, 2200 w 22d st, etc.

South Cedar Lake Road, W. D.—Runs sw from Superior av near Xerxes av to w limits.

South Colfax Av., W. D.—Douglas av s to limits; 3d w of Lyndale av; 1766 Douglas, 1800 Summit, 1900 Lincoln, 2000 Franklin, 2200 w 22d st, etc.

South Dupont Av., W. D.—Superior av s to limits; 4th w of Lyndale av; 1700 Mt Curve, 1766 Douglas, 1800 Summit, 1900 Lincoln, 2000 Franklin av w, 2200 w 22d st, etc.

South Eleventh St., W. D.—Hennepin s to Portland; 1 Hennepin av, 30 Harmon pl, 64 Mary pl, Nicollet av, 100 1st av s, etc.

South Emerson Av., W. D.—Superior av s to limits; 5th w of Lyndale av; 1400 Groveland, 1705 Mt Curve, 1766 Douglas, 1800 Summit, 1900 Lincoln, 2000 Franklin, 2200 w 22d st, 2400 w 24th, 2420 Hennepin, 2500 25th st, etc.

South Fremont Av., W. D.—Mt Curve av s to limits; 6th w of Lyndale av; 1700 Mt Curve, 1766 Douglas, 1800 Summit, 1900 Lincoln, 2000 Franklin, 2400 w 24th st, etc.

South Girard Av., W. D.—Douglas av s to limits; 7th w of Lyndale av; 1766 Douglas av, 1800 Summit, 1900 Lincoln, 2000 Franklin, 2400 24th st, etc.

South Humboldt Av., W. D.—Mt Curve av s to limits; 8th w of Lyndale av; 1701 Mt Curve av, 1766 Douglas, 1801 Summit, 1901 Lincoln, 2000 Franklin, 2200 22d st, etc.

South Irving Av., W. D.—Mt Curve av s to limits; 9th w of Lyndale av; 1700 Mt Curve, 1767 Douglas, 1800 Summit, 1900 Lincoln, 2000 Franklin, 2200 22d st, 2312 Lake pl, 2400 24th st, 2500 Euclid pl, 2600 26th, etc.

South James Av., W. D.—Mt Curve s to limits; 10th w of Lyndale; 1700 Mt Curve, 1767 Douglas, 1800 Summit, 1900 Lincoln, 2000 Franklin, 2900 29th, 3000 Lake, 3100 31st.

South Knox Av., W. D.—Mt Curve s to limits 11th w of Lyndale. Opened only fr Mt Curve to Douglas; 1700 Mt Curve.

South Logan Av., W. D.—W of s Knox.

South Lyndale Av., W. D.—Kenwood Parkway s; 7th w of Nicollet; 23 Vineland pl, 1743 Groveland av, 1801 Summit, 1819 Lincoln, 1921 Franklin av, 2201 w 22d st, etc.

South Morgan Av., W. D.—W of s Logan.

South 7½ St., W. D.—1st s of s 7th st; n of Murphy pk; 22d to 23d avs s.

South Washington Av., W. D.—Hennepin av bet 2d and 3d sts s to river, across bridge and (E. D.) from river to University av se, 3d s of University grounds; numbered regularly

in W. D. In E. D. 200 Pleasant, 300 State, 400 Church, 500 Union, 600 Harvard, 700 Walnut, 800 Oak, 900 Ontario.

Spring St., E. D.—5th av ne e to Johnson st; 1st s of Summer st, 607 5th st ne, 643 Adams, 657 Jefferson, 678 Madison, 700 Monroe, 720 Quincy, 740 Jackson, 756 Van Buren, 780 Central, 796 Tyler, 812 Polk, 832 Taylor, 850 Filmore, 872 Pierce, 892 Buchanan, 912 Lincoln, 930 Johnson, etc.

Spruce Pl., W. D.—Hennepin av to Oak Grove st; next w of s 13th st; 2 Hennepin av, 30 Harmon pl, 58 Yale pl, 118 w Grant st, 1400 w 14th, 1500 w 15th, 1536 Oak Grove.

State St., E. D.—Arlington st s to river; 1st e of Pleasant st; 101 Arlington st, 201 Beacon, 301 Cambridge, 401 Delaware, 501 Essex, 601 Fulton.

Stevens Av., W. D.—Bet 1st and 2d avs s fr Grant st to limits; 1300 Grant st, 1400 14th, etc.

Summer St., E. D.—7th av ne to Johnson st, bet Spring and Broadway; 626 7th av ne, 642 Adams st, 656 Jefferson, 678 Madison, 700 Monroe, 720 Quincy, 740 Jackson, 756 Van Buren, 780 Central, 796 Tyler, 812 Polk, 832 Taylor, 852 Filmore, 872 Pierce, 892 Buchanan, 912 Lincoln, 930 Johnson, etc.

Summit Av., W. D.—Lyndale av w to Humboldt av; 2d n of Franklin; 700 Lyndale av, 800 Hennepin, 900 Bryant, 1000 Colfax, 1100 Dupont, 1200 Emerson, 1300 Fremont, 1400 Girard, 1500 Humboldt.

Summit Pl., W. D.—1st w of Fremont av s; fr Groveland av to Mt Curve av.

Sumner Pl., W. D.—1st w of n Bryant av; fr 6th av n to 11th av n.

Superior Av., W. D.—Hennepin av w to limits; 1st s of Huron av (known also as Kenwood Parkway fr Hennepin to Humboldt av).

Superior St., E. D.—South line of Regent's add to Bridal Veil Falls; 1st e of Huron st.

Talmage Av., E. D.—10th av se to 23d av se; 1st s of Division st.

Taylor St., E. D.—Division st n to limits; 1st e of Polk st; 301 Division 401 Winter, 601 Spring, 659 Summer, 1100 Broadway, 1800 18th av ne, etc.

10½ Av. N., W. D.—S fr 4th to 5th and W. from Lyndale to Knox.

Thomas Pl., W. D.—1st w of 6th av n; Elwood av w to Logan av.

Tuttle St., E. D.—1st e of 15th av

se fr Como av n to F st, 1001 Como, 1061 Talmage, 1117 Division.

18th av ne; 1st e of Central av; 301 Tyler St., E. D.—Division st n to Division st, 401 Winter, 601 Spring, 701 Summer, 1101 Broadway.

Union St., E. D.—Fr Arlington st to river; 1st e of Church st.

University Av., ne, E. D.—Central av n to limits, bet 3d and 4th sts ne.

University Av., se, E. D.—Central av s to limits bet 2d and 4th sts se.

Van Buren St., E. D.—3d av ne n to 18th av; 1st e of Jackson st; 600 3 av ne, 700 Summer st, 1100 Broadway, 1200 12th av, etc.

Vine Pl., W. D.—Grant st s to Franklin av; 1st w of Nicollet; 1350 Grant st, 1400 w 14th, 1500 w 15th; 1700 Oak Grove, 1800 Clifton, 1900 w 19th, 1934 Franklin.

Vineland Pl., W. D.—Fr Hennepin av w to Bryant av; 1st s of Kenwood Parkway; 700 Lyndale av, 810 Bryant.

Walnut St., E. D.—Arlington st s to river; 1st w of Oak st.

Washington Av.—See N. and S. Washington av.

Washington St., E. D.—5th st ne n to 27th av ne; 4th w of Monroe st; 601 Spring st, 701 Summer, 727 6th, 747 8th av ne, 1101 Broadway, 1301 13th av, etc.

Water St., E. D.—8th av ne to Ramsey st; next to river.

Waverly Pl., W. D.—1st w of line of Humboldt av s; Kenwood Parkway to Mt Curve av; 1 Kenwood Parkway, 1600 Groveland av.

Western Av., W. D.—700 n 7th st w to limits; 2 7th st n, 28 9th, 50 10th, 76 11th, 100 12th, 124 St P M & M Ry, 172 Border va, 494 Lakeside, 700 Lyndale, etc.

West Franklin Av., W.D.—Nicollet av to city limits; 1st s of 19th st; 1 Nicollet av, 101 Vine pl, 201 Pillsbury av, 301 Pleasant, 401 Grand, 501 Harriet, 601 Garfield, 791 s Lyndale, 801 s Aldrich, 901 s Bryant, 1001 Hennepin, 1101 Dupont, 1201 s Emerson, 1301 s Fremont, 1401 s Girard, 1501 s Humboldt, 1601 s Irving, 1701 s James, 1801 Lake of Isles Boulevard.

West Grant St., W. D.—Nicollet av w to Willow st, bet 13th and 14th sts 1 Nicollet av, 101 Vine pl, 201 Spruce pl.

West Lake St. W. D.—Nicollet av w to limits (same as 30th st); 1 Nicollet av, 101 Blaisdell, 113 Center st, 201 Pillsbury av, 301 Pleasant, 401

Grand, 501 Harriet, 701 s Lyndale, 801 s Aldrich, 901 s Bryant, 1001 s Colfax, 1101 s Dupont, 1201 s Emerson, 1301 s Fremont, 1401 s Girard, 1401 Hennepin, 1501 s Holmes, 1601 s Humboldt, 1701 s Irving, 1801 s James, 1901 s Knox.

West 19th St., W. D.—Nicollet av w to Lyndale; 1 Nicollet av; 100 Vine pl, 200 Pillsbury av.

Wilder St. E. D.—Bridge st se; 1st e of w channel.

Willow Av., W. D.—Logan av nw to Penn av bet Crystal Lake av and Hillside av.

Willow St., W. D.—Hennepin av to w 15th st; 2d w of s 13th st.

Winter St., E. D.—Harrison st e to V st; 1st n of Division st; 780 Central av, 796 Tyler, 812 Polk, 830 Taylor, 852 Fillmore, 872 Pierce, 890 Buchanan, 912 Lincoln, 1000 Johnson.

Yale Pl., W. D.—10th st to Willow st; 1st s of Harmon pl; 1000 10th st, 1300 13th, 1400 Spruce pl, 1500 Willow st.

**Street Sprinkling.**—Like all other public works, the sprinkling of streets is extended each year. In 1899, 250 miles were sprinkled. Improved sprinklers are used, and the service is fair, though often remiss at the opening and close of the season. The awkward overhead hydrants for filling the tanks are apt to freeze at these times.

**St. Stephen's Catholic Church.**—Cor. 22nd St. and Clinton Av. It is built of Bayfield brown stone and has an auditorium capable of seating 1,400 people. 4th Av. S. and 6th Av. N. line.

**Sub-Postal Stations.** (See "Postal Facilities.")

**Suburban Trains.**—For trains to Fort Snelling, Lake Minnetonka, and all places in the vicinity, it is always best to consult the current time cards, as frequent changes are made. (See "Ticket Offices.")

**Sugar Factory.**—The Minnesota Beet Sugar Company's factory at St.

Louis Park is one of the interesting sights of the city. It is in operation, however, only during the late fall and early winter. The factory handles the product of 5,000 or more acres devoted to sugar beet raising within 100 miles of Minneapolis and produced 5,000,000 lbs. of sugar in 1899. St. Louis Park electric line. via Como Interurban Harriet line.

**Sunday** is a quiet day in Minneapolis. Police restrictions are supposed to close the saloons and most places of public resort, and ball games and other outdoor exhibitions are not allowed. During the summer thousands visit the lakes either by steam or electric cars or carriages. At Lake Harriet concerts are usually provided, and refreshments of a non-intoxicating order may be obtained everywhere. The boulevards and lake drives afford a means of pleasure which is very extensively enjoyed. It is the best day in the week for the livery stables. But Minneapolis is essentially a church-going city. In the morning the streets in the vicinity of the large churches are lined with churchgoers. Some of the evening services are of a popular nature and are well attended.

**Synagogue, Jewish.** (See "Churches, Miscellaneous.")

**Syndicate Arcade.** (See "Syndicate Block.")

**Syndicate Block.**—A handsome five-story stone building on the south side of Nicollet Av. extending from 5th to 6th St. That part nearest 5th St. is occupied principally by large stores. The central section is devoted, above the first floor to offices and is known as the Syndicate Arcade. On the 6th St. corner is another office section which is the Syndicate Bld., proper. The two of-

fice entrances should not be confused. The building was erected in 1882, and cost about \$640,000, and with site \$900,000.

**Taxes and Assessments.** (See "Finances" and "Public Improvements.")

**Tax Levy.** (See "Finances" and "Government.")

**Teachers.** (See "Public Schools.")

**Technical Education.** (See "Industrial Education" and "University of Minnesota.")

**Telegraph Offices.**—The North American, Western Union, National District, and American District telegraph companies do business in the city. The last two are local; the others reach all points and take cable messages. Their offices are as follows:

North American.—Main office, 12 S. 4th St.

Branches:—  
Chamber of Commerce.  
Flour Exchange.  
Guaranty Bldg.  
West Hotel.  
428 N. 1st St.  
Phoenix Bldg.  
124 N. 6th St.

Western Union.—Main office, 260 Hennepin Av., Cor. 3rd St.

Branches:—  
Chamber Commerce Bldg.  
Guaranty Bldg.  
N. Y. Life Bldg.  
Bank Commerce Bldg.  
Lumber Exchange.  
Security Warehouse Bldg.  
New Central Market.  
West Hotel.  
Nicollet House.  
Windsor House.  
Brunswick Hotel.  
Union Depot.  
C. M. & St. P. Depot.  
C. M. & St. P. Depot, S. Minne-

apolis.  
Mpls. & St. L. Pass. Depot, Washington and 4th Aves. N.

Glass Block, Nicollet and 6th St.

In connection with the Western Union is operated the National Dis-

trict Telegraph Co., with offices at all Western Union offices. (See "Messenger Service.")

American District.—Cor. 4th St. and Nicollet.

**Temperature.** (See "Climate.")

**Temple Court.**—An eight story brick and terracotta office building at the corner of Washington and Hennepin Aves.

**Tenement Houses.**—The tenement house as it is found in most large cities, is almost unknown in Minneapolis. As a rule even the very poor live in small detached houses and thus secure a fair allowance of light and air even if overcrowded. Along lower Washington Av. perhaps the nearest approach to the typical tenement house is found. As all blocks of rented houses in Minneapolis are called "tenements," the stranger must accustom himself to the application of the word to some quite palatial residences.

**Theatres.**—Minneapolis theatres are few in number, but usually have a fine patronage. The season begins late in August and continues till May or June, after which light opera often occupies the stage for the remainder of the summer. A great variety of attractions are provided during the season; the ordinary "stand" being three nights or one week. The theatres are as follows:

Bljau Opera House.—Washington Av., between Hennepin and 1st Aves. N. Popular prices.

Lyceum Theatre.—Hennepin Av., between 7th and 8th Sts. Occasional engagements; lectures.

Metropolitan Opera House.—1st Av. S. between 3rd and 4th Sts. The leading theatre.

(See each under separate heading.)

**Things to See.** (See "Seeing the City," "Drives," "Excursions" and "Bicycling.")

**Ticket Offices.**—In addition to the depot offices the railroads centering in Minneapolis maintain city ticket offices as follows:

Chicago, Burlington & Quincy.—414 Nicollet Av.

Chicago Great Western.—Cor. 5th St. and Nicollet Av.

Chicago, Milwaukee & St. Paul.—Cor. 4th St. and Nicollet Av.

Chicago, St. Paul, Minneapolis & Omaha.—413 Nicollet Av.

Great Northern.—300 Nicollet Av. Minneapolis & St. Louis.—1 S. Washington Av.

Minneapolis, St. Paul & Sault Ste. Marie.—119 S. 3rd St.

Northern Pacific.—19 Nicollet House.

St. Paul & Duluth.—123 S. 3rd St.

Wisconsin Central.—230 Nicollet Av.

**Topography.**—There are no particularly marked elevations within the city of Minneapolis and no depressions of importance with the exception of the gorge of the Mississippi below the falls. In a general way it may be said that the main part of the city lies in an irregular basin, formed by low ranges of hills extending in semi-circular form on the southwest and northeast.

The Mississippi river flows through the city a distance of  $8\frac{1}{2}$  miles, and along its easterly side (at the south end) an additional distance of  $3\frac{1}{2}$ , having a total length within the limits of the city of 12 miles, within which distance it has a fall of 105 feet. Tributary to the river are Shingle Creek in the extreme northern. Bassett's creek in the central and Minnehaha creek in the extreme southern portions of the city, all flowing through the city from the west.

The soil is for the most part sandy, varied here and there with coarse gravel and clay. A large part of the central and northern parts of the city were originally covered with

trees, and many are still standing in the door yards of pleasant homes. In the southwestern part of the city are four large lakes, referred to in the article on "Park System." All drainage is carried by sewers to the Mississippi river below the falls.

#### **Trades and Labor Council.**—

An organization composed of delegates from various organized bodies of workmen, trades unions, etc. It considers matters of interest to the laboring classes. Meetings are held first and third Fridays of each month at 34 S. 6th St. (See "Labor Organizations.")

**Trust Companies.** (See "Loan and Trust Companies.")

**Turner Halls.**—Organizations of Turners have halls at N. Washington Av. and 5th Av. N. and on the east side at 6th Av. N. E. and Marshall St.

**Twin Cities, The.**—Minneapolis and St. Paul; a popular name originating in St. Paul.

**Underground Wires.** (See "Electric Conduits.")

**Union Park.**—A suburban locality between the cities of Minneapolis and St. Paul and reached via the C., M. & St. P. R'y. Interurban line.

**Union Passenger Station.**—The larger part of the passenger traffic of the city is handled at the Union Passenger Station, at the foot of Hennepin and Nicollet Aves. and between High St. and the river. It is a substantial brick building with commodious waiting rooms, emigrant quarters, baggage and express rooms and the other common adjuncts of a large depot. Nearly all street car lines pass the depot but it is within a few blocks of the leading hotels.

Trains of the following railroads arrive and depart from this station:

Great Northern; Chicago, St. Paul, Minneapolis & Omaha (Northwestern Line); Wisconsin Central; Burlington; Minnesota Eastern.

**Unitarian Churches.** (See "Churches, Miscellaneous" and "First Unitarian Church.")

**Universalist Churches.**—A Universalist society was formed in the village of St. Anthony in 1853 and the Church of the Redeemer was formally organized in 1859. These were the beginnings of Universalism in Minneapolis. The denomination now has four churches and about 1,000 members. The churches are as follows:

All Souls.—8th Av. S. E. between 6th and 7th Sts.

Church of the Redeemer.—Cor. 2nd Av. S. and 8th St.

Fifth.—Hall Cor. 20th Av. N. and 10th St.

Third.—W. 27th St. between Nicollet and Blaisdell Aves.

**University Avenue.**—Takes the place of 3rd St. N. E. and S. E. The southeastern end passes the state University grounds and is a direct drive to St. Paul. From Oak St. S. E. the eastern city limits the avenue is 120 feet wide.

**University of Minnesota.**—After two unsuccessful attempts, the university had its real beginning in 1868 when a reorganizing act was passed which was virtually the charter of the institution. College work with a faculty of nine was begun in the fall of 1869. From this has developed the university of today with its many departments and colleges and about 3,000 students. In 1884 Cyrus Northrop, LL D. was called to the presidency, and under his administration the institution has made re-

markable progress. The university is thoroughly a part of the state school system. It is supported by the state and offers to the poorest child entering the humblest school in the state the possibility of a finished collegiate education. The diplomas of all high schools under the supervision of the State High School Board, admit to the university. The following departments are maintained:

A College of Science, Literature and the Arts; a School of Mines; a College of Engineering and the Mechanic Arts; a College of Agriculture, including a School of Agriculture and a Dairy School; a College of Law; a Department of Medicine, with four colleges; and a Graduate Department. The regents also have entrusted to their charge the Agricultural Experiment Station and the Geological and Natural History Survey. The plan of co-education has been followed from the beginning.

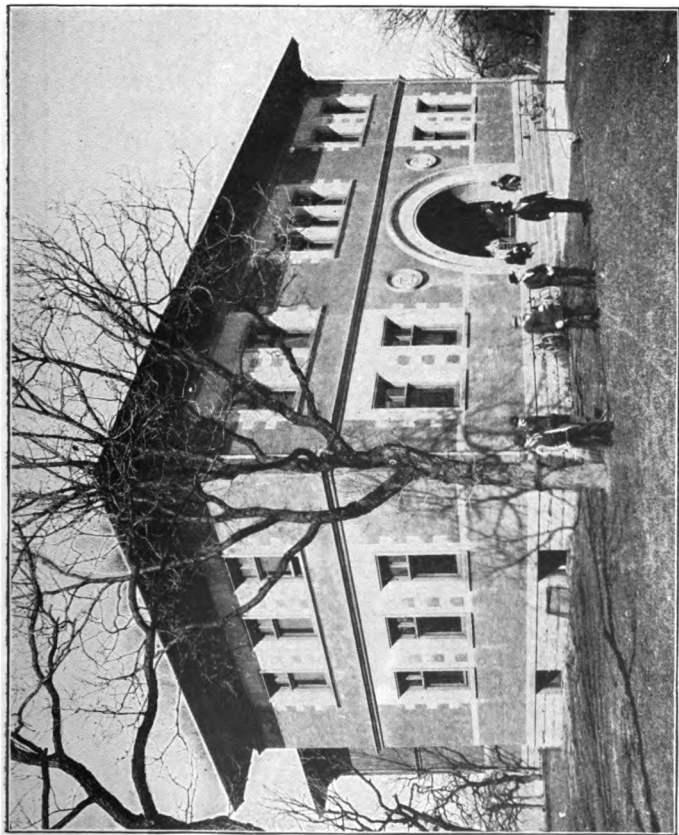
Government.—The management of the university is vested in a board of twelve regents, of whom nine are appointed, and three, the governor of the state, the superintendent of public instruction and, the president of the university, are members ex-officio.

Grounds and Buildings.—The university grounds comprise about 45 acres lying between University Av. and the river from 11th to 18th Aves. S. E. They command a fine view of the falls and city but are sufficiently removed from the business center to secure desirable quiet and retirement. A more attractive campus could hardly be wished. Much of its surface is covered with handsome oak trees, while birches grow in profusion along the high bluff overhanging the river. The buildings of the university approximate in value \$1,000,000; and

with the campus, \$350,000; equipment, \$275,000; experimental farm, \$300,000; and sub-stations, \$30,000; the total value of the plant is about \$1,955,000. The permanent fund invested is \$1,244,000.

Upon entering the university grounds, the Christian association and law buildings are upon the right, the library, mechanic arts, physical laboratory, Pillsbury hall and armory on the left, and the main building directly in front. The main or academic building is 168 feet in length and 90 feet in breadth, is three stories above the basement and is the oldest building upon the campus. The armory provides for the departments of military science and physical training, and is so constructed as to serve the additional purpose of a large assembly hall. Pillsbury hall is 245 feet in length, and is built of brown stone. It contains museums, laboratories for geology, mineralogy, botany, and animal biology, recitation and lecture rooms, and ample accommodations for the geological survey, and for the school of mines. The building was the gift of the Hon. J. S. Pillsbury. The chemical and physical laboratory building is of brick and stone, and 190 feet front.

The library building is the handsomest building upon the campus. This building contains the assembly hall, the offices of the president, registrar and accountant and librarian; rooms for packing, storing and cataloguing books; recitation rooms and offices for the departments of political science, philosophy, English and history. It contains stack rooms for the safe storage of one hundred thousand volumes; and special libraries of the departments resident in the building.



**BUILDING OF THE DEPARTMENT OF LAW,**

UNIVERSITY OF MINNESOTA.

COMO INTERURBAN HARRIET ELECTRIC LINE.





**Metropolitan Building**  
37-43 South Sixth Street

The  
New  
Home  
of  
the  
Musical  
and  
Literary  
Interests  
of  
the  
City

**Metropolitan Music Co.**  
Formerly Dyer's Minneapolis House.

The reading room is 44x100 feet and 32 feet high, and is finely lighted by a row of windows upon three sides and 20 feet from the floor. It is unquestionably the finest reading room in the Northwest.

College of Science, Literature, and the Arts.—This is of course the main department of the university, including four courses of study, classical, scientific, literary and civic. The completion of these courses leads respectively to the degrees: Bachelor of arts, bachelor of science, bachelor of literature, and bachelor of philosophy. The courses of this college are open, free of all charges for instruction, to all persons over 14 years of age, whether residents of the state or not, who may pass the required examination held at the beginning of the year, on the Tuesday before the first Thursday in September. Graduates of the Minneapolis high schools are admitted without examination. A feature of the college is the military drill, which is required of all men in the freshmen and sophomore classes. The chair of military science and tactics is filled by an officer of the regular army.

School of Mines.—The course of study embraces some subjects in the scientific course and in the college of mechanic arts. For the remaining studies of this course, provision is made in Pillsbury hall and the ore testing plant. In this building are furnished the usual appliances for the study of assaying and metallurgy, the practical treatment of ores and the separation of metals, including crushing machinery, amalgamating apparatus and furnaces. Students who complete the full course receive the degree of engineer of mines or metallurgical engineer.

The ore testing works are located

on the bank of the Mississippi. This building, 94x66 feet, is built of brick and stone.

College of Engineering and the Mechanic Arts.—In this college there are four regular courses of study: Civil engineering, mechanical engineering, electrical engineering and a science and technology course; also a four year course in drawing and industrial art, for which no degree is offered. The aim of the instruction given in the regular undergraduate courses of this college is to lay a broad and solid foundation in mathematics, mechanics, electricity and drawing, so that, with the practice in field, shop, office, and laboratory work given to the students in the respective courses, they shall be fitted for immediate usefulness upon graduation, and after a moderate amount of subsequent practice and experience be capable of taking charge of important works.

The mechanic arts building is fitted up with a complete assortment of tools, machinery and various apparatus. It is of red brick.

College of Agriculture.—The object of this college is to teach practical and scientific agriculture, combined with such other branches of learning as are necessary for mental discipline and training, and such as constitute a liberal education. One half of the instruction is given at the university, the remainder being given at the university farm and experiment station at St. Anthony Park. This farm consists of 250 acres of valuable land located between St. Paul and Minneapolis, adjoining the state fair grounds, and within 30 minutes' ride of either city. It contains every variety of soil and exposure required for illustrative and experimental work, and is furnished with a full

equipment of buildings, stock, implements and machinery. Students who complete the four year course receive the degree of "Bachelor of Agriculture."

**School of Agriculture.**—This department of the college of agriculture is perhaps the most practical and successful. The object of the school is to take such boys and girls as aspire to become successful and intelligent farmers, who have already had some experience in farm work, together with a good common school education, and give them a sound practical training that will broaden and strengthen them as citizens of the state, while it educates them in the branches of natural science which will cultivate their taste for agriculture and develop skill in its practice.

As it is intended for those whose life and labor are on the farm, the terms have been made to include the time when they are most at leisure, from the middle of October to the middle of April. The course proper extends through two years. The only expense to students is the actual cost of maintaining the table at the farm home.

A dairy school, offers practical instruction in dairying to those who have had some experience in conducting a dairy.

There are fourteen buildings at the university farm, which cost approximately \$300,000. The oldest school building is known as the "Home" building. It was erected in 1888, and is now used for recitation and dormitory purposes. Pendergast hall was the second building on the grounds. It contains the chapel and is also used as a dormitory. In the drill hall is an armory, gymnasium and various offices. A dairy build-

ing is devoted to the purposes of dairy instruction, and has also the offices of the dean, secretary, and professor of agriculture. The other buildings are the dining hall, which also contains dormitories, the woman's building, the chemical laboratory, and the horticultural building. These buildings are all heated by steam and lighted by electricity from a central plant supplied with a modern equipment. Besides these buildings are several others which pertain more especially to the experiment station farm—the farm house, cattle barn, machinery storehouse, sheep barn, veterinary building and hospital.

**Department of Law.**—The department of law was established in 1888 under a provision of the charter of the university. In 1889 the law building was erected. It is constructed of red brick and brown sandstone. Entrance examinations are held at the beginning of the year. Diplomas of the law department admit to practice in Minnesota.

**Department of Medicine.**—This department is resident in four buildings, medical hall, the laboratory of medical sciences, the laboratory of chemistry, and the laboratory of anatomy. In the medical hall are the offices of the deans of the several colleges, the amphitheatre, lecture rooms, and the library and reading room. The laboratory of medical sciences is more especially designed for laboratory uses. The college of pharmacy is housed in this building, and a number of different laboratories furnish facilities for different lines of medical work. Here also is the laboratory for bacteriological work of the state board of health. The laboratory of chemistry is a one-story brick building devoted entirely to the

use of this department. In the laboratory of anatomy, a new two-story and basement building, are the cold storage vaults and an amphitheatre seating 100 students, and a private dissecting room. A new clinical building affords ample space for amphitheatres, waiting rooms, pharmacy and class rooms for each of the clinical branches.

This department is composed of the college of medicine and surgery ("old school") the college of Homeopathic medicine and surgery, the college of dentistry, and the college of pharmacy. The curriculum covers a period of four years, each year of which represents a course of lectures of eight and one-half months. Students of all three colleges attend in common lectures upon anatomy, physiology, chemistry and histology, and must pass satisfactory examinations in all of these studies. The clinical instruction is given at the university dispensary and at the hospitals in both Minneapolis and St. Paul. The college year begins about the second week in September just previous to which time entrance examinations are held. Fee for each year, \$100. The usual degrees are given by the colleges.

**Drawing and Industrial Art.**—This department occupies rooms in the mechanic arts building and Pillsbury hall. The equipment of models and illustrative material is quite extensive.

The course in industrial art is carefully outlined with a view to the gradual and progressive development of art training. The work in design is not entered upon until the beginning of the second year. The course of study is arranged to enable the student to pursue one of

three lines of work; regular art, design, and normal art.

**Graduate Department.**—In each of the colleges, except that of medicine, there are advanced courses of study leading to second degrees. These courses are open to graduates of any reputable college upon presentation of diploma.

**Summer School for Teachers.**—A four week's course of instruction is offered, in various university subjects, for those whose school duties prevent them from taking the regular university courses.

**Alumni Association.**—Meets on the day preceding commencement, at 3 o'clock p. m. and usually dines after the public exercises on commencement day.

**Libraries.**—The general library of the university contains about 60,000 bound volumes and about 120 periodicals are received regularly. The library is open to students and the public from 8 a. m. to 9:30 p. m. every day of the university year, except Sundays and legal holidays. Besides the general library, there are a number of special libraries such as the law library and others in connection with such departments as engineering, botany, animal biology, and medicine.

**Societies and Publications.**—There are a large number of literary and social societies among the students and faculty of the university, for a list of which the university catalogue should be consulted. Athletics are given much attention and are under the supervision of a board of control made up of students and members of the faculty. The university has devoted a part of the campus to athletics. This is known as "Northrop Field." It contains about 3

acres, suitably enclosed and fitted for athletic contests.

During the college year the students of the university publish the "Minnesota Daily," which is one of the few college daily papers of the country. The business manager and board of directors are chosen by the student body.

The junior class issues each year before the commencement an annual known as "The Gopher," and the "Minnesota Magazine" is a monthly publication devoted to the cultivation of literary taste and effort among the students.

**Scholarships and Prizes.**—It is the policy of the university to establish scholarships in the different departments where extra help is needed for instruction. A long list of prizes is offered, such as the Pillsbury prizes in the horticultural department, the 1889 memorial prize for the best thesis in history, and a number of similar prizes offered by prominent people interested in the institution. (See "Education," "Public Schools," "High Schools," etc.) Como Interurban Harriet and Oak and Kenwood electric lines.

**Valuation.** (See "Assessed Valuation.")

**Vital Statistics.** — The average death rate in Minneapolis is about 9 per thousand, a figure not shown by any other large city in the country. Deaths from consumption are frequent because of those who come to the city too late for the favorable climate to check the progress of the malady. Births are recorded by the city clerk and number 3,500 to 4,000 annually—increasing with the growth of the city. (See "Health.")

**Voting Precincts.** (See "Political Divisions.")

**Ward Boundaries.** (See "Political Divisions.")

**Washburn "A" Mill.**—The second flour mill in capacity though the largest in floor area, is the Washburn "A" which stands on the west side between the "canal" and 2nd St. near 6th Av. S. Its construction was commenced immediately after the destruction of its predecessor by the great explosion of 1878 and it was finished in 1880. The mill covers a ground space of 100 by 240 feet, is eight stories high and from the platform over the canal to the top of the cupola is 158 feet. In the walls which are five feet thick at the base and 20 inches at the top, are 371,250 cubic feet of masonry and over 2,750,000 feet of lumber went into the construction. A daily capacity of 10,337 barrels of flour is credited to the Washburn "A." Interurban line.

**Washburn Home.**—A bequest of the late C. C. Washburn, governor of Wisconsin, devoted \$375,000 to the founding of an orphans' home in Minneapolis. The disposition of these funds was left to a board of directors of whom Senator W. D. Washburn, the testator's brother, has always been the head. Senator Washburn gave 25 acres of land at Nicollet Av. near 50th St. and a handsome building was erected at a cost of \$75,000. The remainder of the bequest constitutes the endowment fund and is so invested as to bring an ample income. The building is three stories in height with mansard and basement. It is built of pressed brick with Lake Superior sandstone trimmings, interior finish of oak and is admirably equipped in every department. The site is high, and the building is not only a commanding

feature of the landscape in the southern part of the city, but from its tower may be had the most extensive view of the county. The asylum has a capacity for 100 children. It is designed for orphans or half orphans resident in Minnesota and of any class or nationality. The home cares for them till they are 14 years of age when it is expected that they will be apprenticed in some useful trade or business the training and education of the home being intended to fit the boys and girls for earning their own livings. Washburn Park and Camden Pl. car line.

**Washburn Park.**—A suburban locality lying on Nicollet Av. at its intersection with Minnehaha creek. It is reached in about a half hours ride by the Washburn Park cars on 1st Av. S. and Nicollet. Contains the highest land in Hennepin county.

**Washington Avenue.**—The most conspicuous north and south thoroughfare in the city. Its course is parallel with the river in the west division between 2nd and 3rd Sts. from the north city limits to the river at 21st Av. S. The avenue is 100 feet wide through the larger part of its course. At its intersection with Nicollet and Hennepin Aves. is found the business center. All street car lines but one in the city touch Washington Avenue at some point.

**Water Power.**—St. Anthony Falls and their 40,000 utilized horse power force were the potent influence which led to the building of Minneapolis. Though the city has reached the point where it would grow and thrive without the water power it will naturally be the nucleus of the greatest manufacturing industry of the Northwest. The available

perpendicular fall of the water is about 68 feet. In 1822 the first attempt at utilizing the power was made by the government, when a small saw mill was erected. From 1850 the development was more rapid. Rapid recession in 1868 threatened the destruction of the ledge forming the falls and in 1879 a series of dams and retaining walls supplemented by a wooden "apron" were completed at a cost of nearly a million dollars, the United States government contributing \$550,000 and citizens of Minneapolis \$334,500. This work saved the falls though there is still some anxiety lest further damage should be done by the action of the water on the upper end of the ledge.

The original water power is now controlled by the Pillsbury-Washburn Flour Mills Company. The power of the main falls is utilized by means of canals on the east and west sides which convey the water to the various mills.

The lower dam, owned by the St. Anthony Falls Water Power Co., was built 1895-97. The head developed is 20 feet and the stone dam is approximately 1090 feet long. A power house 200 feet long contains 10 1,000 horse power units, furnishing power to 10 700 kilo-watt generators which operate the street railways of Minneapolis and St. Paul. The cost of these improvements was \$1,000,000. The alternating electric current transmitted to St. Paul is generated at 3,450 volts, raised to 12,000 volts by means of step-up transformers, transmitted to St. Paul, then lowered to 3,450 volts pressure by means of step-down transformers and is converted into direct current at 550 volts pressure, by means of rotary converters, thence passes to

the feeder lines on the streets, finally being utilized to propel the street cars. The plant was designed and built by Wm. de la Barre, engineer of the company.

(See "Flour and Flour Milling" and "St. Anthony Falls.")

**Water Rates.**—Water rents are payable half yearly on the 1st of May and November, at the office of the registrar of the water works, in the city hall. On the first of May and November notices are mailed to consumers. If rents are not paid by the 20th of these months the water will be shut off. Owners are required to keep their plumbing in good order and allow all reasonable inspection by the department. The city ordinance provides for penalties as follows: In all cases where the water has been turned off for non-payment of water rent, or for violation of these rules, it shall not be turned on again until the charge of five dollars be paid for expenses and default, together with such fine as may be imposed by the registrar of water works, and rents that may be due.

The householder is protected from undue deprivation by the provision that water shall not be turned off from any service pipe between the hours of 9 o'clock a. m. on Saturdays and 9 o'clock a. m. on Mondays. The water department issues a book of annual rates for all users which may be had on application at the office.

**Water Works.**—Minneapolis has about \$4,000,000 invested in water works. The supply of water is obtained from the Mississippi river and forced through mains to a reservoir on the hills, northeast of the city, from which it is distributed by gravity. The main pumping station

is at the mouth of Shingle creek. (Washburn Park and Camden Pl. electric car.) In this station two Worthington high duty compound condensing engines have been placed, having a total capacity of 30,000,000 gallons per day. The building was erected of sufficient size to admit of doubling this pumping capacity when it is deemed necessary. The water is taken from a crib in the channel of the river. Two old pumping plants at the falls, known as the East and West side stations, are now out of service and held in reserve.

The city has about 275 miles of water mains and collects about \$200,000 annually in water taxes from some 18,000 consumers. The unprecedented growth of the city has made the matter of keeping all localities supplied a very difficult one, but the problem has been for the most part satisfactorily solved. Very few districts in the city are now without "hydrant water" for domestic use and fire protection. (See "Reservoir.")

**Wayzata.**—A village on the north shore of Lake Minnetonka, and a starting point of steamers making the tour of the lake. On the Great Northern R'y. (See "Minnetonka.")

**Wesley M. E. Church.**—Cor. 1st Av. S. and Grant St. Completed in May 1892. It is one of the handsomest church buildings in the city. Its exterior is Romanesque with a characteristic tower at the Grant St. and 1st Av. corner and an elaborate porte cochere on the Grant St. side. The material used is Lake Superior brown stone and the corner stone, in the base of the tower, is of polished quartzite with no inscription save the name of the church. The structure occupies a lot which is 100 feet on

1st Av. S. by 145 feet on Grant St. There is a total seating capacity of about 1,500. Every convenience is provided and the finishing and furnishing is of the finest order. The cost of building and site was \$150,000.

**West Hotel.**—Among the finest hotels in the country the West hotel of Minneapolis stands conspicuous. In point of interior finish and beauty it is excelled by few. The building is eight stories high and cost \$1,500,000. It is built of Joliet marble, and red pressed brick with terra cotta trimmings, in combination of the Queen Anne and Colonial styles, with 196x174 feet ground plan, and has a total height of 200 feet. The lobby which is capable of holding 1,000 people discloses the grand staircase and galleries, and a wealth of ornamentation in mahogany, marble, bronze, brass and stained glass, which is a distinctive feature of the structure. In the rear is an enormous billiard room with a palatial bar in connection. The West is fire proof, its ventilation and sanitation are faultless. An artesian well 622 feet deep supplies the house with water. There are 407 chambers or sleeping rooms—accommodation for 1,200 guests. Everything is modern, furniture, fittings, linen, table ware, etc., having been especially made for the house. There are quarters for traveling men who have samples to display. In the grand dining saloon 750 people can be accommodated and half as many more in the ordinaries. Visitors are allowed to inspect the hotel and its beautiful appointments. Application should be made at the office. Cor. 5th St. and Hennepin Av.

### Westminster Presbyterian

**Church.**—The Westminster Presbyterian church of Minneapolis was organized Aug. 23, 1857. Services were at first held in the Free Will Baptist church and later in a public hall but in 1860 a frame building was put up on 4th St. between Nicollet and Hennepin Aves. which with several alterations and enlargements, served the congregation till 1880 when steps were taken which led to the erection of a fine building at Nicollet Av. and 7th St. This building was destroyed by fire a few years ago and the present structure was erected. It is one of the largest churches in Minneapolis and with a nominal seating capacity of 1,500 is so arranged that 2,500 people can be seated within sound of the voice of a speaker upon the platform in the main auditorium.

The building has a frontage on Nicollet Av. of 128 feet and on 12th St. of 160 feet. The towers rise to the height of 105 feet. The main auditorium is 95x100 feet in its largest dimensions.

The material used in construction is native blue limestone with Ohio sandstone trimmings. Simplicity and symmetry have been aimed at in the handling of these materials; and the same ideas are carried out in the interior finishing. The main entrances are on Nicollet Av. A triple entrance in the center opens upon a wide vestibule which with connected passages extends across the entire front of the building. Altogether there are six exits. The roof of the church is carried by four steel trusses resting upon columns of the same material built up in solid masonry.

A mixture of Gothic and Roman characterizes the treatment of the interior. The seating is in amphitheater form and an unusually large gallery extends down to, and con-



nects with the choir gallery. In the rear of the auditorium are arranged the Sunday school rooms, parlors, and library and in the basement are a dining room, kitchen, bicycle room, drill hall and a host of the modern requisites of a large city church.

The organ is one of the finest in the West. The church is well organized. It maintains numerous missions and Sunday schools which often become the foundations of new churches of the denomination. Rev. Pleasant Hunter, D. D., is pastor.

**West Side.**—The popular name for the "west division" or all that part of the city west and south of the Mississippi river. It is much the larger part in area and population and contains the business center.

**West Side Flats.** — A narrow strip of low-lands at the base of the cliffs along the Mississippi below the falls. Sometimes called the Bohemian flats on account of the prevailing foreign element. Ignorance and poverty characterize the population which is crowded into small shanties.

**What to See.** (See "Seeing the City," "Drives," "Excursions" and "Bicycling.")

**Wheat Market.** (See "Grain Trade.")

**White Bear Lake.**—A fine sheet of water about three miles long lying eight or nine miles northeast of St. Paul and fifteen miles from Minneapolis. It is supplied with boats, picnic grounds, hotels and cottages and is a favorite resort with St. Paul people, to whom it occupies much the same position as Lake Minnetonka to Minneapolis residents. Take Inter-urban electric cars to St. Paul changing to White Bear and Stillwater line at 7th and Wabasha Sts. A

bicycle path extends from St. Paul to the lake.

**Wilson Park.**—A small triangular piece of land bounded by Linden and Hawthorn Aves. and 12th and 13th Sts. N. It is prettily laid out and gives a special charm to the neighborhood. (See "Park System.")

**Woman's Boarding Home.** — At 409 S. 6th St., maintained by the Woman's Christian Association. A thoroughly respectable home for women workers. A branch is located at 108 S. 7th St. (See "Woman's Christian Association.")

**Woman's Christian Association.**—As its name implies, a society of charitable and philanthropic ladies. The association maintains a "boarding home" at 409 S. 6th St., where women who support themselves may obtain board and lodging at low rates. An industrial school and personal visiting of the poor are included in the work of the association. Among its other practical philanthropies the Woman's Christian Association maintains the Jones-Harrison Home for Aged and Retired Ministers and under recent bequests, is erecting a new building for the home on the grounds southwest of Cedar Lake. Mrs. C. H. Upton is president, and Mrs. A. C. Morgan, secretary.

**Woman's Christian Temperance Union.** — This organization maintains no offices but the officers of both the state and county organizations are residents in the city. Mrs. A. C. McCurdy, 210 E. Grant St., is secretary of the state union; Miss Louise E. Hollister, 1312 6th St S. E., state secretary of Young Woman's Branch, and Mrs. Belle M. Welch, of the Hennepin County Un-



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ion. The organization is strong in both city and state. Mrs. Kate Welch, 2735 Nicollet Av., is secretary of the Minneapolis Conference of Unions, which is composed of twenty different organizations, each one having its own officers and territory, and numbering in all over four hundred members.

**Woman's Christian Temperance Union.** (Non-partisan.) — Mrs. F. E. Towers, Sec., 803 Hennepin Av.

**Women's Clubs.** (See "Woman's Organizations.")

**Woman's Council.** (See "Woman's Organizations.")

**Woman's Organizations.**—Minneapolis women have organized for almost every conceivable purpose connected with the social, literary, musical, educational and philanthropic life of the city. There are clubs without number. Many of them are strictly private organizations of women bent upon their mutual improvement or entertainment; others are public or semi-public in character and are taking an active and useful part in the affairs of the city. It is of course, quite impossible to mention all the organizations in the city by name but most of those which are known for their public activities are referred to under their several names in the proper alphabetical position in this Dictionary.

A large number of the clubs and other women's organizations of the city are associated in the Minneapolis Council of Woman's Organizations which was organized in 1892 in the belief "that more intimate knowledge of one another's work will result in larger mutual sympathy and greater unity of thought, and therefore in more effective action."

This organization brings many of the associations of Minneapolis women into close relations and affords a means of concerted action in prosecuting any work of general interest to the women or the community.

The council is composed of two representatives from each organization. One of these representatives is usually the president. In addition there is an affiliate membership. Regular meetings are held on the last Saturday of January, March, May and September. The annual meeting is on the last Saturday of November and an annual congress is held in November.

The president is Mrs. A. E. Higbee, 716 3rd Av. S., and the corresponding secretary is Mrs. C. S. Cairns, 1410 Yale Place.

The organizations represented in the council are classified in departments, such as "Education," "Music," and "Reform," and each department has a chairman and secretary. The following list of the departments, with their several included organizations, comprises a quite complete roster of the women's organizations of the city. In each case the lady mentioned in connection with a club or sub-organization is a prominent delegate member and usually the president.

#### Departments.

**Education.**—Chairman, Mrs. C. W. Keyes, 310 12th Av. S. E.

**Household Economic Association.**—Mrs. Mary B. James, 1910 Hawthorn Av.

**Free Kindergarten Association.**—Mrs. Geo. Miller, 1800 1st Av. S.

**Students Club.**—Mrs. William C. Foster, Hampshire Arms.

**Lewis Parliamentary Law Association.**—Mrs. M. B. Lewis, 1928 Portland Av.

**Music.**—Secretary, Miss Nellie McCollum, De Reynolds, 2nd Av. S. and 9th St.

**Ladies Thursday Musicale.**—Mrs.

George E. Ricker. Offices of the club at 41-43 S. 6th St.

Art.—Chairman, Mrs. W. A. Hall, 1777 Colfax Av. Miss Louise W. Stoddard, 2231 W. 21st St., Kenwood.

Art History Club.—Mrs. Jennie M. Gray, 1814 Hawthorn Av.

Literature and History.—Chairman, Mrs. W. O. Fryberger, 614 E. 22nd St. Secretary, Mrs. W. B. McLain, 2216 Portland Av.

E. E. Kenyon Club.—Mrs. H. F. Brown, Pres., 326 7th St. S.

Clio Club.—Mrs. T. K. Gray, Spruce Place.

Alternates.—Mrs. B. F. Nelson, 1125 5th St. S. E.

Chi Chapter of Kappa Kappa Gamma.—Miss Alice E. Craig, University of Minnesota.

Columbian Study Class.—Mrs. T. K. Jennings, Pres., 110 Highland Av. Coterie.—Mrs. J. F. Downey, 1206 5th St. S. E.

Current Events and Literary Society.—Mrs. J. Harlan Stuart, 1811 Portland Av.

Kappa Alpha Theta.—Mrs. Halsey Wilson, 1223 4th St. S. E.

Kenwood Monday Club.—Mrs. Rome G. Brown, 1918 Queen Av. S.

Ladies Shakespeare Club.—Mrs. Charles H. Peake, 2019 Portland Av.

Nineteenth Century Club.—Mrs. H. A. Tuttle, Pres., 406 S. 9th St.

Ramblers.—Mrs. Wm. B. McLain, 2216 Portland Av.

Tourists.—Mrs. J. C. Buchanan, Pres., 2218 4th Av. S.

Traveler's Club.—Mrs. W. A. Frisbie, S. Irving Av. near Douglas.

Tuesday Club.—Mrs. C. C. Crane.—124 E. 13th St.

Chicago Avenue Literary Class.—Mrs. Louise Watson, 3833 10th Av. S.

The Elective Club.—Miss M. J. Robinson, 125 W. 26th St.

The Woman's Medical Club.—Adele S. Hutchinson, M. D., 318 E. 14th St.

Patriotism.—Chairman, Mrs. Alice C. Warrington, 3113 19th Av. S. Secretary, Mrs. Frances Hinkle, 515 9th St. S.

The Union of Circles Ladies of G. A. R.—Mrs. M. H. Gerry, 3333 Cedar Av.

Federation of Woman's Relief Corps.—Mrs. A. A. Dunham, 2915 3rd St. N.

Allied Minneapolis L. A. S.—Mrs. Millie Gilbert, 2108 16th Av. S.

Loyal Home Workers Reading Circle.—Mrs. Alice C. Warrington, 3113 19th Av. S.

Philanthropy.—Chairman, Mrs. S. W. Fiske, 2600 3rd Av. S. Secretary, Mrs. S. W. Melendy, 37 17th St. S. Bethany Home.—Mrs. T. B. Walker, 803 Hennepin Av.

Home for Children and Aged Women.—Mrs. James K. Hosmer, 66 11th St. S.

Maternity Hospital.—Dr. Martha G. Ripley, 24 10th St. S.

Ladies Social Circle, Church of the Redeemer.—Mrs. H. H. Kimball, Villa Rosa.

Northwestern Hospital.—Mrs. O. C. Wyman, 2500 Park Av.

Outing Society.—Mrs. R. S. Smith, 1103 7th St. S.

Young Woman's Christian Association.—Mrs. E. S. Slater, 1818 Kenwood Boul.

Zurahs Ladies.—Mrs. C. E. Ovenshire, 134 Highland Av.

Church.—Congregational Missionary Union.—Mrs. H. L. Chase, 2750 2nd Av. S.

Woman's Auxiliary to National Board of Christian Missions.—Mrs. B. H. Morgan, 2412 1st Av. S.

Womans Club of First Unitarian Church.—Mrs. S. F. Holbrook, 60 Highland Av.

Westminster City Missions.—Mrs. S. P. Farrington, Imperial Flats.

Presbyterian Foreign Missionary Union.—Mrs. E. S. Williams, 517 9th St. S.

Woman's Baptist Foreign Missionary Quarterly.—Mrs. O. A. Williams, 52 11th St. N.

Woman's Baptist Home Missionary Union.—Mrs. M. Emerson, 2215 Dupont Av. N.

Reform.—Chairman, Mrs. Annie W. Buell, 2219 Knapp St. St. Anthony Park. Secretary, Mrs. Sanford Niles, 312 16th Av. S. E.

Woman's Improvement League.—Mrs. Robert Pratt, 1603 Bryant Av. N.

Political Equality Club.—Mrs. M. J. Thompson, 2805 1st Av. S.

Woman's Bi-metallic Club.—Mrs. J. N. Holmes, 20 George St.

Temperance.—Chairman, Mrs. M. E. Hoover, 3021 1st Av. S.

Conference of Woman's Christian Temperance Union.—Mrs. H. M. Powell, 2913 18th Av. S.

Ladies Keeley League.—Mrs. Charlotte Draper, 21 17th St. N.

Philosophy.—President, Mrs. Della Whitney Norton, 1012 Nicollet Av.

Minneapolis Branch of Theosophical Society of America.—Mrs. Louise Jewell Manning, Masonic Temple.

Christian Science Association.—Mrs. J. Wallace Field, 1100 Chestnut Av.

Social and Civic Department.—Chairman, Mrs. J. L. Crays, 1341 Vine Place. Secretary, Miss Martha Scott Anderson, The Journal.

Woman's Council Traveling Libraries for Hennepin County.—Librarian: Miss Gratia Countryman, Public Library.

Advisory Committee.—Chairman, Mrs. T. B. Walker, 803 Hennepin Av.

Among the other clubs of the women of the city which are mentioned either as associated with the Minnesota Federation of Women's Clubs or in other connection, are these:

Authors Study Club.—Pres., Mrs. J. A. Brant. Sec., Harriet S. Young, 2817 Garfield Av.

Cosmopolitan Club.—U. S. History. Pres., Mrs. C. S. Fay. Sec. Mrs. J. S. Davis, 1017 3rd Av. S.

Sunnyside Literary Club.—Spanish History. Pres., Mrs. T. R. Daniel. Sec., Mrs. G. A. Cook, 2400 Colfax Av.

Teachers Club.—Literary and educational. Membership 500. Pres., Mrs. George Harrison. Sec., Miss Clara E. Jennison, 2300 James Av. N.

Business Women's Club.—General culture and promotion of helpful social life. Pres., Miss Martha Scott Anderson, The Journal. Sec., Mrs. Lydia M. Collins, Hampshire Arms.

St. Anthony Falls Club.—Literary. Pres., Mrs. F. N. Leavens. Sec., Mrs. Willis A. James, 1518 6th St. S. E.

(See "Clubs," and the various important organizations under their respective headings.)

**Workhouse.**—Situated at Shingle Creek near the northern limits of the city on the west side. The numerous petty criminals convicted in the municipal court are incarcerated at the workhouse, where labor is provided during their terms of punishment. Buildings worth \$100,000 stand on property worth \$75,000. About 1,500 prisoners are sent to the workhouse

annually. Washburn Park and Camden Pl. car.

**Young Men's Christian Association** of the City of Minneapolis was organized in the summer of 1866. After varied experiences in different rented quarters the society finally secured central rooms in the Syndicate Bldg. for its headquarters in 1883 and began a definite work for young men. The need of a building specially designed for the association and its work was soon felt; and the necessity of such a building became more and more apparent as the city increased in size and the number of young men multiplied. In the fall of 1885 Mr. H. O. Hamlin offered a gift of \$10,000 as the beginning of a fund for such a building. From this beginning the fund grew to the required size and a very handsome building was erected at the corner of 10th St. and Mary Pl. The building is of brown stone and pressed brick, four stories in height and is in every way adapted to the purposes of association work. There are entrances on both fronts. From the 10th St. entrance a beautiful reception hall is reached. At the right are offices, parlors, and reading rooms. In other parts of the building are lecture and assembly rooms, class rooms and sleeping rooms. The reading rooms are free. Occupying one entire side of the building in basement and first story is a finely equipped gymnasium with natatorium and baths. This is in charge of a special director. The cost of the building and site and equipment was about \$150,000.

The work of the association includes educational classes in arithmetic, book-keeping, penmanship, shorthand, mechanical drawing, free hand drawing, electricity, elocution, vocal music, German and French.

There are courses of lectures each winter. For details of membership arrangements application should be made to the secretary. Membership is open to every young man of good moral character, irrespective of religious belief.

The officers are: President, W. J. Dean; first vice-president, I. C. Seeley; second vice-president, Hector Baxter; recording secretary, G. A. Gruman treasurer, J. M. Martin; general secretary, Harry P. Goddard.

**Young Women's Christian Association.**—Located at 521 1st Av. S., where there is a reading room, lunch room and gymnasium. The association, which is on much the same basis as the Y. M. C. A., was organized in June, 1891. The present membership numbers about 900, divided into three classes; sustaining, active and associate. The sustaining membership fee is \$5 annually; for active and associate members, \$1.

A bureau of information aims to give to young women who come to the city as strangers, any desired help in securing suitable boarding places and employment. The associ-

ation unite with the Women's Christian Association in support of the "Traveller's Aid," and a woman spends all her time at the Union and Milwaukee stations meeting trains and assisting travellers. Lodging rooms are also in charge of this department.

There are educational, industrial, and physical culture classes, a small tuition being charged those joining. There is a religious service on Sunday at 3:30 p. m. Frequent evening entertainments of various characters, and social gatherings, are given. The work of the association is carried on largely by committees under the supervision of a board of managers, consisting of thirty ladies, representing the various churches of the city. M. Belle Jeffrey is secretary.

**Zoo.**—The beginnings of a zoological collection have been made by the Minneapolis park board at Minnehaha Park. Bear pits and a small deer park are the principal features.

**Zumbra Heights.**—A slightly point on upper Minnetonka Lake accessible by rail over the Minneapolis & St. Louis railroad or by steamer from any of the landings upon the lake.

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## PREFACE.

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The success of the Dictionary of Minneapolis during the earlier years of its existence has warranted the publisher in making a general improvement in the appearance of the book. The Dictionary has also been revised throughout and brought up to date in every department.

The Dictionary of Minneapolis is not intended to be a "boom" publication. Its purpose is, simply, to be a guide to strangers and a convenient book of reference for the people of Minneapolis. In this capacity its usefulness would obviously be destroyed if other than plain, unembellished *facts* were found in its pages. For the same reason advertisements have been rigidly excluded from the reading matter of the book. It has been necessary to mention the names of a large number of business establishments, but in no case has compensation been received for such mention. There are no advertisements disguised as reading matter.

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Telephone 1170.

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**CHARLES S. CAIRNS,**  
Lawyer.  
Lumber Exchange, Minneapolis, Minn.  
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1004 Guaranty Loan Building,  
Minneapolis, Minn.

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**FREDERICK B. SNYDER,**  
Attorney at Law.  
216-217 New York Life Building, Minneapolis, Minn.  
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If you advertise in it.****It will make you rich in mind  
If you read it.****Read one of the many good things said about the Journal.***From the New York Advisor.*

The question of mail order advertising is a perplexing one to hundreds of business firms throughout the United States. The problem does not arise in connection with mail order mediums and the magazines; but with the great dailies, which can either give big immediate results or run a man into bankruptcy in very short order. I honestly think I am doing a favor to advertisers by telling of one man's experience with the Minneapolis Journal. A certain firm that is putting out a book advertisement used five big Western dailies, using exactly the same copy, same space, same issue in each case. The advertisement called for a remittance of twenty-five cents. The actual results were as follows:

<b>MINNEAPOLIS JOURNAL,</b>	<b>118 REPLIES,</b>	<b>\$29.50</b>
<b>NO. 2,</b>	<b>81 REPLIES,</b>	<b>20.25</b>
<b>NO. 3,</b>	<b>58 REPLIES,</b>	<b>14.50</b>
<b>NO. 4,</b>	<b>41 REPLIES,</b>	<b>10.25</b>
<b>NO. 5,</b>	<b>11 REPLIES,</b>	<b>2.75</b>

Please remember this is not guesswork. It shows results after a minute analysis of the situation.

**Advertisers prove the circulation of the Journal by us  
it more than any other paper.**

Journal advertising, June 1, '99—June 1, 1900 . . . . . 11,780  
Tribune, daily, advertising, June 1, '99—June 1, 1900 . . . . . 7,856  
Times, daily, advertising, June 1, '99—June 1, 1900 . . . . . 7,716

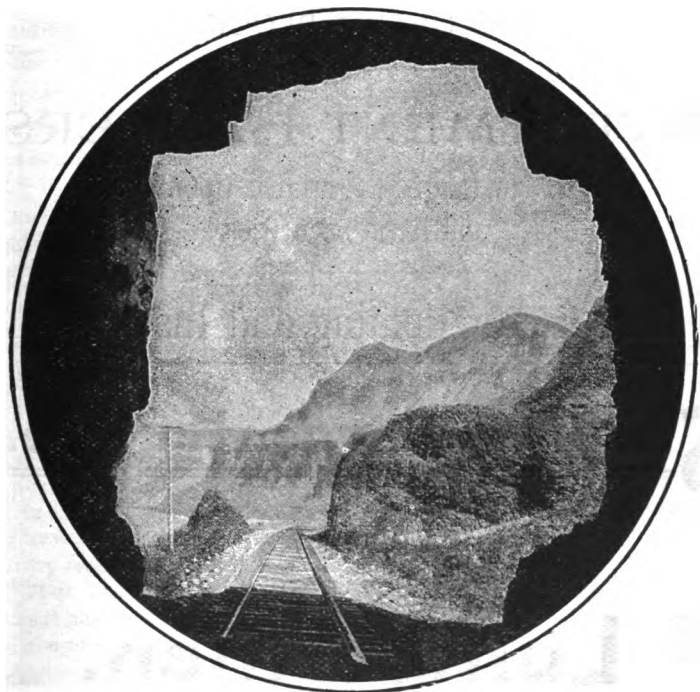
**The Journal is an Evening paper and is thoroughly read  
because all classes have time to read in the evening.**

## The Minneapolis Journal,

**LUCIAN SWIFT, Manager.****F. H. SANDERS, Supt. Advertis.**

# West of Minneapolis

There is an undeveloped Empire. Its possibilities are illimitable. It offers fame and fortune to young men of energy and ambition. Its scenery is the grandest in all the world. A trip through this Great Northern Empire is the event of a lifetime.



VIEW OF PALISADES OF THE COLUMBIA, LOOKING OUT OF  
WEST PORTAL OF ROCK ISLAND TUNNEL.

The wonderful Northwest is reached with ease and speed via the

## **GREAT NORTHERN RAILWAY.**

Flyer leaves Minneapolis every day at 9.30 a. m.

Ticket Office 300 Nicollet Ave.

DAVID P. JONES,  
PRES. AND TREAS.

W. H. DAVIS,  
V-PRES., COUNSEL.

W. H. MCWHINNY,  
SECRETARY.

---

# David P. Jones and Company,

(INCORPORATED.)

200 ONEIDA BLOCK.

---

## INVESTMENT BANKERS.

First Mortgages Negotiated Upon City  
and Farm Securities.

---

Real Estate, Renting and Insurance.

---

Shevlin - Carpenter Co.,

• •

# Lumbermen.

• •

Plant, Yards and Office, 4th Ave. N. and 1st St.

F

Trolley parties afford a most delightful means of seeing Minneapolis and the beautiful places in the vicinity. You may go alone—a

## *Trolley Parties.*

"personally conducted" party of one—on the ordinary cars, or in groups of two or three, or a dozen; or you may charter a private car at very reasonable rates and ride at will over magnificent tracks, through beautiful avenues to resorts of world-wide fame.

Many pleasant excursions may be planned by consulting, in the text of this dictionary, the topics "Excursions," "Minnehaha," "Lake Harriet," the parks by name, and by reference to the description of the routes under the heading "Street Railway" and the accompanying map.

---

An English gentlemen, who visited Minneapolis recently, said: "My American tour embraced a visit to nearly every representative city of America, and neither east, west, south or north did I find

## *An Englishman's Opinion.*

so complete, so magnificent a system of local transportation as is provided by the Twin City Rapid Transit Company. The Interurban lines represent the pinnacle of perfection in street car transportation facilities. The road beds of all lines are remarkably smooth; the cars are admirably constructed in point of safety, comfort and convenience. The officials are courteous and attentive, indicating complete system and discipline. Those residents of the Twin Cities who have never traveled, and who have had no opportunity to compare their street car system with that of other cities cannot appreciate its many praiseworthy features.

"Your Twin Cities are endowed by nature with some of the prettiest spots it has ever been my pleasure to visit. Lakes Calhoun and Harriet are magnificent—I might say ideal—in their surroundings. Minnehaha's 'Laughing Water' will always have for the student of nature the same measure of enthusiastic appreciation which gave birth to Longfellow's famous poem of 'Hiawatha.'

"At Como Park, nature and man's handiwork have been blended in a creation of one of the most beautiful summer resorts, and Wildwood, though primitive in comparison to the others, is still not without a deal of attractiveness. No Twin City resident should allow a visit of friends to be concluded without a trolley ride over the magnificent system of the Transit Company, not forgetting to include a visit to all of these resorts."



THIS IS THE HOME OF THE

## CLIPPER CAMERA,



The only Camera made in the world that will accommodate a roll of film of 25, 50 or 100, 4 x 5 exposures, and automatically cut off each one separately after the exposure is made and permit the operator to take out of the camera at any time any number of exposed films.

Pamphlet with Full Description upon Application Free.

### CLIPPER CAMERA MANUFACTURING CO.,

WINDOM BLOCK,  
MINNEAPOLIS, MINN.

# The Whistle



## HIGH GRADE CYCLES.

### EHLE & HOPKINS, Agts.

605 First Ave. S., Minneapolis, Minn.

*Guarantee  
Unlimited*

DEALERS  
IN...

## BICYCLES

BICYCLE  
Supplies, Etc.

H

# No Latch String!

You've frequently heard of the proverbial "latch string" that is always on the outside to visitors who will participate in a "good fellow's" hospitality.

The architect of the New Tribune Building failed to provide a "latch string" for this handsome edifice—so the outer portals are continuously open to visitors.

YOU are cordially invited and perfectly welcome at all times—day or night—to inspect what has been repeatedly termed—"the finest, most modern and up-to-date newspaper plant in America," the new home of



NEW HOME OF  
THE MINNEAPOLIS TRIBUNE.

## The Minneapolis Tribune

DAVID C. BELL, Prest.

WALTER A. EGGLESTON, Sec'y.  
JAMES B. SUTHERLAND, Treas.

# DAVID C. BELL INVESTMENT Co.

(INCORPORATED)

**Money to Loan at Lowest Rates.**

**Real Estate, Rentals, Fire Insurance.**

---

**SPECIAL ATTENTION GIVEN TO THE COLLECTION OF MORTGAGES  
AND CARE OF PROPERTY FOR NON-RESIDENTS.**

---

**111 S. Fourth St., Bank of Commerce Bldg.,  
MINNEAPOLIS, MINN.**

---



**The Finest Train in the World.**

---

**Leaves Minneapolis Union Station Every Evening at 7:20.**

---

**Ticket Office, 414 Nicollet Ave.**

**J. F. McELROY, City Ticket Agent.**

**WALTER L. BADGER,**

New York Life Building.

---

**Real Estate, Loans, Insurance  
and Rentals.**

---

**Special Attention Given to the  
Care of Property.**

---

**CORRESPONDENCE SOLICITED.**

---

**ROBERT PRATT,**

**DEALER IN**

**Best Grades  
of Coal.**

**Wood and Coal.**

---

**HARD WOOD,**

**Four Foot and Sawed Stove Lengths.**

---

**Dry Mill Wood, and Green Mill Wood in Season.**

**Deliveries Made to Any Part of the City.**

---

**Telephone Main 993.**

**1311 Washington Ave. N.**

**R**

# WE HAVE MOVED

OUR MAIN OFFICE TO THE WEST HOTEL

Where we will be glad to see our friends.  
Office is on Hennepin Avenue, number 504,  
second door from Fifth Street.  
Telephone Main 967.

## BOSTON ICE CO.



**BOOKS** Read what John Bright says: "You may have in a house costly pictures and costly ornaments, and a great variety of decoration, yet so far as my judgment goes, I would prefer to have one comfortable room well stocked with books to all you can give me in the way of decoration which the highest art can supply." Our latch-string is out to all book lovers.

**NATHANIEL MCCARTHY, Bookseller, 622 Nicollet Ave.**

S

NATURE'S BEAUTY SPOTS have been distributed freely in the vicinity of Minneapolis. Some of the loveliest places in the Northwest are reached easily on the electric lines of the Twin City Rapid Transit Company. One of these beautiful places is **COMO PARK**, the *piece de resistance* of the St. Paul park system. The Como-Harriet Interurban line from Minneapolis leads past the University of Minnesota, through the beautiful suburb of St. Anthony Park, near the State Agricultural School and Farm, past the Fair Grounds, and lands the visitor in Como Park in half an hour's ride from the center of Minneapolis. Band concerts, boating and other amusements are the attractions, aside from the natural loveliness of the park.

Twenty minutes from Como on the fast electric cars brings one to the center of St. Paul, where transfer may be made for **FORT SNELLING** or for **WILDWOOD** and **STILLWATER**. **WILDWOOD**

**Wildwood,**  
at  
**White Bear Lake**  
is upon the shores of beautiful **WHITE BEAR LAKE**, about ten miles from St. Paul. Here is every facility for picnicing, boating, bathing and fishing, and a fine pavilion where music is always on the

program and special arrangements are made for dancing parties. Special amusement attractions are arranged from week to week during the summer. Wildwood is about thirty minutes' ride from St. Paul. Another half hour on the swift electric cars suffices to reach Stillwater,

**Stillwater** a picturesquely located city on the banks of Lake St. Croix. Excursion steamers ply upon the lake and the river beyond to Taylors Falls. At Stillwater is the well organized State penitentiary of Minnesota with its various manufactories where the prisoners are employed.

Electric cars run between Minneapolis and St. Paul via Como Park every ten minutes during the summer, and between St. Paul and Wildwood and Stillwater every half hour. Time from Minneapolis to St. Paul, 50 minutes; from St. Paul to Stillwater, one hour. Returning time the same. The return trip may be varied by taking the University avenue Interurban line through another section of the interurban district and entering Minneapolis over Washington avenue bridge.

**We Bind Magazines, 75c per Vol.**

**All the Leading Daily and Sunday Papers  
in the U. S.**

## **CENTURY NEWS STORE,**

**Third Street South, Near Hennepin,  
MINNEAPOLIS.**

**Largest Line of Periodicals and Magazines  
in the City.**

**Established 1883.**

---

**The Latest Books,  
Office Stationery,  
Views and Books of Scenery in this Vicinity,  
Can be Found at**

### **WILLIAMS' BOOK STORE,**

**13 Washington Ave. S., (Nicollet House).**

---

## **WHITALL & SIDDALL,**

### **Commercial Stationers**

**...HEADQUARTERS FOR...**

**Fountain Pens, All Makes, Lowest Prices, Repairs.**

**323 HENNEPIN AVENUE.**

---

## **The Inter-State Clipping Bureau**

**Furnishes any information or comment which appears in  
the current papers of the Northwestern States, including  
personal and political mention for public men.**

**News for "class" publications—religious, trade or society.**

**Items of interest and profit for builders, wholesalers, man-  
ufacturers, mail order houses, etc.**

**Miss. Val. 'Phone 1614.**

**ROBERT L. POLLOCK, Manager,  
512 Northwestern Block, Minneapolis, Minn.**

# RUFUS H. LANE,

## PALACE DRUG STORE.

We carry a full line of Drugs, Medicines, Patent Medicines (foreign and domestic), Toilet Preparations (French and English), Soaps (medicinal and perfumed), Hair, Tooth and Bath Brushes (Kent's, Gert's, Lombard & Co.'s), Sponges (bath and carriage), Cigars and Drug Sundries. Our Prescription Department is the most perfect and complete in the city.

---

### OUR SPECIALTIES

---

#### PERFECTION HAIR TONIC—

Does not leave the hair sticky or greasy, and is made up of ingredients which are essential to a luxuriant growth of hair.

#### CUCUMBER AND ELDER FLOWER CREAM—

A delicate emollient, which is absorbed by the pores leaving the skin soft and white. Used by people of refinement.

#### ORIENTAL TOOTH POWDER—

#### DENTALINE (a liquid)—

For cleansing, beautifying, whitening and preserving the teeth and hardening the gums.

#### ANTISEPTIC COMPOUND—

A safe and efficient antiseptic mouth wash and prophylactic.

#### LANE'S DYSPEPSIA TABLETS—

Made up of ingredients found in the gastric juice and are therefore the best adapted remedy for Dyspepsia, Indigestion and all troubles arising from imperfect digestion.

#### HEADACHE SELTZER—

A pleasant, sure, safe and efficient remedy in all headaches.

#### M. M. M.—

Our soda water has made Minneapolis famous.

---

501 HENNEPIN AVENUE, Opposite West Hotel.

TELEPHONE—N. W. Main 1792.  
Miss. Val. 1335.

---

We are Agents for Robinson's VAPOR THERMAL BATH CABINET.





# Northrup, King & Co.,

GROWERS OF  
GARDEN AND FIELD SEEDS.  
RECLEANERS OF  
GRASS AND CLOVER SEEDS.  
IMPORTERS OF  
FLOWER SEEDS AND BULBS.

Illustrated Catalogue Mailed **FREE** on Application.

It is intended that our "STERLING" brands of Grass and Clover Seeds shall always represent the best qualities obtainable.

*Trade Mark Registered*

26, 28, 30 and 32 Hennepin Ave., MINNEAPOLIS, MINN.

## CEDAR LAKE ICE CO.,

234 HENNEPIN AVENUE,

Ground Floor, Temple Court.

We Handle Lake Ice Only.

MINNEAPOLIS.

*N. W. Main 1388.*

*Miss. Valley 403.*

## HALL, BLACK & Co.,

*Job Printers,  
Stationers.*

302-304 First Ave. S.,

- - -

MINNEAPOLIS.

W

**JOHN A. SCHLENER & CO.,**  
**COMMERCIAL - STATIONERS,**  
BLANK BOOK MAKERS, ENGRAVERS.

Agents for The Wernicke Co. Elastic Book Cases, The Globe-Wernicke  
Co.'s Office Furniture, Letter Cabinets, Card Index Cabinets, &c.

Salesroom, 516 Nicollet Avenue.  
Warerooms, rear 34 and 36 South Sixth Street.

---

Merchantable Sizes  
**CRUSHED LIMESTONE**  
a Specialty.

Also  
**FOOTING, RANGE OR**  
**RUBBLE ROCK.**

---

**MINNESOTA CRUSHED STONE CO.,**  
120 Temple Court, Minneapolis, Minn.

---

Quarries and Crushers on N. P. R'y Tracks, Columbia Heights, Minn.

---

**Minneapolis**  
**International**  
**Electric Co.,**

CENTRAL STATION,  
EDISON BUILDING.  
OFFICE,  
LUMBER EXCHANGE.

---

**ARC, INCANDESCENT LIGHTING,**  
**CURRENT FOR POWER,**


**FURNISHED AT LOWEST RATES.**

---

**EFFICIENT SERVICE GUARANTEED.**

X

"Man in society is like a flower  
Blown in its native bed; 'tis there alone  
His faculties expanded in full bloom  
Shine out; there only meet their proper use."

~~~~~  
**HAVE REGULAR HABITS.** 

BUNDLE up your soiled garments  
the first of the week, leave  
an order with the

# MINNEAPOLIS STEAM LAUNDRY

TO call for them regularly.  
By so doing you will keep your  
linen in the best possible  
shape, and be prepared for  
any society call.

**S. H. Towler,**

**Proprietor.**

**123 Nicollet Avenue.  
Telephone 765.**

Established  
in 1885.

*Send for Catalogue.*

THE NORTHWESTERN  
**Conservatory of Music,**  
INCORPORATED.  
MINNEAPOLIS, MINN.,  
Metropolitan Block.  
CLARANCE A. MARSHALL,  
DIRECTOR.  
25 TEACHERS. ONLY COMPLETE SCHOOL OF MUSIC IN THE NORTHWEST.  
500 STUDENTS. AFFILIATED WITH UNIVERSITY OF MINNESOTA.

---

## ***DON'T RUN THE RISK***

*of losing your sight looking for anything better than  
you can get from us. Our goods and prices are  
within the reach of everybody.*

**F. E. TALLANT,**  
*Merchant Tailor,*  
**38 S. Third St., Minneapolis.**

**Sole Agents For  
Bull's Head Manila,  
The Strongest Paper.**

**The paper in this  
book furnished by  
LESLIE & McAFEE,  
The Paper House,  
Minneapolis.  
Specialists in Paper.**

**NEW BUILDING,  
240-242 First Avenue S.**

SP 1  
16 plates  
2 maps

A DICTIONARY  
OF MINNEAPOLIS

WERE INCOMPLETE WITHOUT  
A WORD ABOUT

Golden  
**Grain Belt**  
**Beers**

A home beverage, made by your  
neighbors; a pure malt food,  
malted from Minnesota barley  
and brewed with the finest  
hops—a healthy family drink.

**MINNEAPOLIS BREWING COMPANY.**

Shortest and  
Quickest Line to....

# OMAHA

**MINNEAPOLIS AND ST. LOUIS R.R. TO OMAHA . . . THE NEW LINE.**

TWO PALATIAL TRAINS PER DAY

**TIME ONLY TWELVE HOURS.**

CAFE PARLOR CARS AND SLEEPERS.



IT PULLS THE MISSOURI RIVER THIRTY-FIVE MILES NEARER THE TWIN CITIES.

Parlor Cafe Cars on Day Trains.  
Buffet Library Cars on Night Trains.

**W. L. HATHAWAY**, City Ticket Agt.,  
No. 1 Nicollet House Block,  
Minneapolis.

**F. P. RUTHERFORD**, City Ticket Agt.,  
396 Robert Street  
St. Paul.









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